

Shipping Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTWRIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KAISAR-I-HIND	11,430	20 Sept. noon	M'ses, London & Antwerp
SUDAN	6,696	1st Oct.	S'pore, Pang, Obo & B'bay
PESHAWUR	7,943	14th Oct.	M'ses, London & Antwerp
MOHRA	10,911	18th Oct.	M'ses, London & Antwerp
SICILIA	6,813	27th Oct.	S'pore, Pang, Obo & B'bay
KASHGAR	8,840	1st Nov.	M'ses, London & Antwerp
SARDINIA	6,684	25th Nov.	S'pore, Pang, Obo & B'bay
KARMAIA	9,008	29th Nov.	M'ses, London & Antwerp
MAINTUA	10,902	13th Dec.	M'ses, London & Antwerp
SUDAN	6,696	23rd Dec.	S'pore, Pang, Obo & B'bay
THIVA	9,135	27th Dec.	M'ses, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	M'ses, London & Antwerp
SICILIA	6,813	20th Jan.	S'pore, Pang, Obo & B'bay
KALYAN	9,118	24th Jan.	M'ses, London & Antwerp
MOHRA	10,911	7th Feb.	M'ses, London & Antwerp
CASHMIR	8,983	21st Feb.	M'ses, London & Antwerp
MAIWA	10,941	7th Mar.	M'ses, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
YILAWA	10,000	16th Sept.	S'pore, Penang & Calcutta
VAIRA	8,500	3rd Oct.	S'pore, Penang & Calcutta
TA GADA	6,494	25th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
ARAFURA	6,000	1st Oct.	Manila, S'kan, Thursday Is.
SV. ALEANS	4,500	29th Oct.	Townsville, B'bane, Sydney and Melbourne.
EASTERN	4,000	26th Nov.	

Frequent connection from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. British Service of steamers to London via Suez Canal.
The New Zealand Shipping Co.'s steamers for South America and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
MOHRA	10,911	19th Sept.	Shanghai, Moji & Kobe
KASHGAR	8,840	3rd Oct.	Shanghai, Moji & Kobe
SICILIA	6,813	4th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	4th Oct.	Moji & Kobe
TA GADA	6,494	6th Oct.	Moji & Kobe
MAIWA	10,941	18th Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
12, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENSANDA	30th Sept.	FERRO CESHIRE	14th Sept.
GLENSHANE	7th Oct.	LONDON, Rotterdam & H'burg.	
GLENGARRY	16th Oct.	GLENIFFER	28th Sept.
GLENNAPP	30th Oct.	LONDON, Rotterdam & H'burg.	
		GLENGOLE	24th Oct.
		LONDON, Rotterdam & H'burg.	

Movements are subject to change without notice.
For freight or further particulars please apply to:-
JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'sa, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	5th Oct.	10th Oct.
CHANGSHA	31st Oct.	4th Nov.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong:

FOR CANTON

S.S. "TAIKWA MARU" on or about 16th Sept.

FOR HAIPHONG via H'kong & P'nei C.

S.S. "TAIKWA MARU" on or about 19th Sept.

FOR KEELUNG via Swatow & Amoy

S.S. "CHUKWA MARU" on or about 18th Sept.

For further particulars please apply to:-

YAMASHITA STEAMSHIP & MINING CO., LTD.

AGENTS: 11, Des Voeux Road, Central, Hongkong.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America C. 2405. C. 1420. C. 1440

KAGA MARU ... Friday, 26th Sept.

IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KATORI MARU ... Wednesday, 8th Oct.

KAMO MARU ... Wednesday, 24th Sept. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

KITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU ... (Calls Glasgow) ... Friday, 12th Sept.

DELAGO MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 17th Sept. at 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK and/or BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Friday, 7th Sept. at noon

BOMBAY via Singapore & Colombo.

SADO MARU ... Monday, 15th Sept.

TOKUSHIMA MARU ... Monday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Friday, 12th Sept.

CALCUTTA MARU ... Friday, 19th Sept.

JAVA & CALCUTTA.

TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Friday, 12th Sept. at daylight

SHANGHAI, KOBE & YOKOHAMA.

MOJI MARU (Moji, Kobe & Y'hamo) Saturday, 13th Sept.

TAJIMA MARU (Calls Moji & Osaka) Wednesday, 17th Sept.

OSAKA MARU (Moji, Kobe & Osaka) Monday, 22nd Sept.

KASHIMA MARU ... Tuesday, 23rd Sept.

For further information apply to:- **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sailing about 24th Sept.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "PERSIA" ... Sails about 30th Sept.

S.S. "DUCHESSA D'AOSTA" ... Sails about 30th Oct.

S.S. "GERANIA" ... Sails about 23rd Nov.

S.S. "ROSANDRA" ... Sails about 30th Nov.

S.S. "NUMIDIA" ... Sails about 23rd Dec.

S.S. "VENEZIA" ... Sails about 30th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "LACONIA" ... Sails about 4th Oct.

S.S. "FIUME-L" ... Sails about 6th Oct.

S.S. "PERSIA" ... Sails about 6th Nov.

S.S. "DUCHESSA D'AOSTA" ... Sails about 7th Dec.

S.S. "GERANIA" ... Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sailing about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.Agents.
Telephone Central 1030.**ELLERMAN & STRAMSHIP COMPANY, LTD.**

BUCKNALL

Protected Sailings from Hongkong

Subject to alteration.

City of Peking 30th Sept. Marcellus, L'Isle, R'dam, H'burg & Hull

PASSENGER SERVICE

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 4th Dec. Marcellus, London, etc.

City of Karachi 28th Jan. Marcellus, London, etc.

City of Baroda 1st Mar. Marcellus, London, etc.

S. A. Class 1st Class 1st Class 1st Class 1st Class

Single 1st Class 1st Class 1st Class 1st Class

For further particulars please apply to:-

DODWELL & CO., LTD.Agents.
Telephone Central 1030.**INDO CHINA STEAM NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing.

Destination	Steamer	Sailing
MANILA	Leosang	Sat. 13th Sept. at 3 p.m.
SHANGHAI via Swatow	Poohsing	Sun. 14th Sept. at 10 a.m.
BANGKOK via Swatow	Poohsing	Mon. 15th Sept. at 5 p.m.
TIEN-TSIN	Chipsing	Wed. 17th Sept. at noon
PTAO via S'ow & S'hai	Taksang	Wed. 17th Sept. at 10 a.m.
SHANGHAI via S'ow	Loksang	Fri. 19th Sept. at 10 a.m.
KOBE via S'hai & Moji	Hosang	Sun. 21st Sept. at 7 a.m.
HAIPHONG via H'low	Mingsang	Sun. 21st Sept. at 7 a.m.
SHANGHAI via Swatow	Tingsang	Sun. 21st Sept. at 10 a.m.
STRAITS & Calcutta	Fooksang	Mon. 22nd Sept. at 3 p.m.
PTAO via S'ow & S'hai	Yusang	Wed. 24th Sept. at 10 a.m.
STRAITS & Calcutta	Namsang	Thurs. 25th Sept. at 8 p.m.
SANDAKAN	Hisang	Wed. 1st Oct. at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at H'low both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lahad, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

COAST SHIPPING.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
8 Hsinthong	Ellis Walker	FRI. 12th Sept. at 3 p.m.
8 Hsinthong	W. E. Turnbull	TUES. 16th Sept. at 1 p.m.
8 Hsinthong	W. C. Passmore	FRI. 19th Sept. at 5 p.m.

8 Calling at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 12th Sept.
SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN.**
Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamer	Next Sailing from Marcellus	Pre. Arr. at H'k. and Sailing for S'hai & Japan	Pre. Sailing from H'kong for S'hai & Japan
PAUL LECAT	14th Aug.	15th Sept.	15th Oct.
ANDRE LECAT	28th Aug.	29th Sept.	29th Oct.
AMBOISE	11th Sept.	14th Oct.	14th Nov.
CHARENTAIS	25th Sept.	28th Oct.	28th Nov.
PORTHOS	9th Oct.	12th Nov.	12th Dec.
AMAZONE	23rd Oct.	26th Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARCELLUS (Including Table Wine and First Doctor's attendance)

1st Class 1st Class 1st Class 1st Class

2nd Class 2nd Class 2nd Class 2nd Class

3rd Class 3rd Class 3rd Class 3rd Class

Through Tickets to Europe and Japan via Suez Canal.

For further particulars please apply to:-
MESSAGERIES MARITIMES
AGENTS: 11, Des Voeux Road, Central, Hongkong.

KOWLOON CRICKET CLUB.

ANNUAL MEETING.

Mr. R. E. Lindell presided at the annual meeting of the K. C. C. held at the Club premises yesterday evening, a representative gathering of members attending. In presenting the annual report and accounts, the adoption of which he moved, Mr. Lindell commented on the increasing membership which now stood at the figure of 476, and which within a year would probably stand at 500.

He deeply regretted the departure of Dr. Forsyth, the president of the Club, who had acted in that capacity since the year 1911. His departure was very sudden on account of his health and the Committee, on his leaving, presented him with a silver loving cup. He read a letter placed received from Dr. Forsyth, thanking the members for the gift and wishing the club all success in the future.

During the year nearly all forms of sport had done reasonably well. There was a revival of keenness in cricket although the club did not distinguish itself. There was certainly an improvement in bowls form and so far as tennis was concerned they were, for the little unlucky in not winning the league.

The Accounts.—On the accounts side they would see that the balance was only \$5,000 but it was realized that the time had come for the club to adopt a more liberal policy for expenditure and they had taken advantage of the mandate given them at the previous meeting.

The pavilion certainly showed a vast improvement and there was improvement in the new bowling green.

In seconding the adoption of the report and accounts Mr. A. O. Brown paid tribute to the efforts of the cricketing members in keeping the "B" team together.

The report and accounts were adopted unanimously.

New Officers.—Mr. R. E. Lindell, was unanimously elected president for the coming year. He remarked that he would be going home in November and if they would be content with an absentee president he would be happy and honoured to serve them. On his election he thanked the members and said he would do all he could to further the interests of the club. (Applause.)

Several members were proposed as vice-president but all withdrew. Mr. E. Abraham being elected. He remarked that he was grateful for being elected vice president of the premier club in Kowloon. Mr. S. E. Green was elected honorary Secretary and Mr. F. G. Herridge, honorary treasurer.

Mr. H. Overy was elected club captain, there being two nominations. Mr. Overy and Mr. J. O. Fletcher Mr. Overy in thanking the members appealed for assistance from all in every branch of sport. Mr. J. O. Fletcher was elected vice captain.

Committees.—The General committee for the coming year was then balloted for and the following members elected: Messrs. J. P. Robinson, J. Hyde, A. O. Burford, J. Smith, W. Goldberger, A. W. E. Davidson, J. C. Fletcher and J. Fraser.



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
HUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK

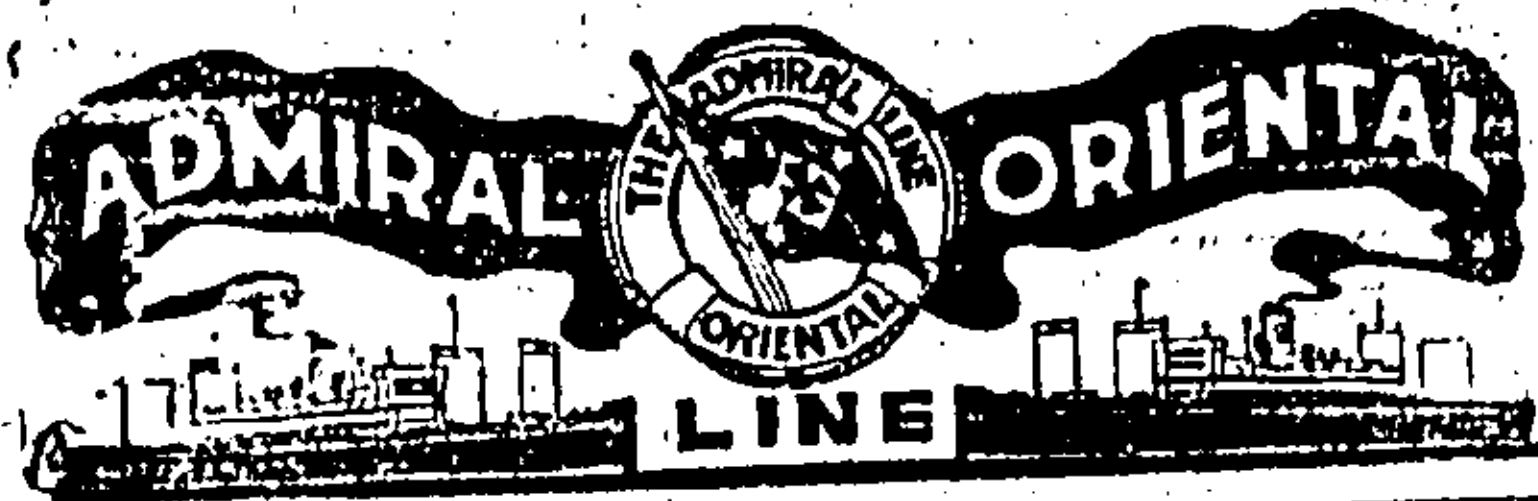
Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT HARRISON" Sept. 16th
"PRESIDENT BUREN" Sept. 30th
"PRESIDENT HAYES" Oct. 14th
"PRESIDENT ADAMS" Nov. 11th
"PRESIDENT GARFIELD" Nov. 25th

Through Bills of Lading to all United States and
Canadian Overland points & Havans.

For Passage and Freight bookings, apply to
DOLLAR STEAMSHIP LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR"



ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY" Sept. 24th
"PRESIDENT JEFFERSON" Oct. 18th
"PRESIDENT GRANT" Oct. 30th
"PRESIDENT MADISON" Nov. 11th
"PRESIDENT MCKINLEY" Nov. 23rd

TO EUROPE

\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY" Sept. 15th
"PRESIDENT JEFFERSON" Oct. 9th
"PRESIDENT GRANT" Oct. 21st

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.
For passage and Freight Booking apply to:
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

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COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, HUEZ, PORT SAID,
ALEXANDRIA & OTHER SPANISH PORTS.

O. LOPEZ Y LOPEZ 30th Oct. ISLA DE PANAY. 31st Dec.

O. LOPEZ Y LOPEZ 15th Oct. ISLA DE PANAY. 3rd Dec.

The management of this Company is based at 100 All at Lloyd's and the office is at 100 All at Lloyd's.

PACIFIC SHIPPING.

CANADIAN PACIFIC

THE
"EMPRESS OF RUSSIA"
WILL SAIL FROM
HONGKONG
TO
MANILA
5 P.M., WEDNESDAY, SEPT., 17th,
From MANILA to HONGKONG
7 P.M., SATURDAY, SEPT., 20th.

FROM
VANCOUVER
TO
HONGKONG
NOON, THURSDAY, SEPT., 25th.
via Yokohama, Nagasaki, Kobe & Shanghai.

Passenger Department Tel. C. 752. Cable: OACANPAC.
Freight and Express Tel. C. 42. Cable: NAUTILUS.



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hong kong
"SIBERIA MARU" (Calling at Koolung) Sept. 10th.
"TAIYO MARU" 22,000 Oct. 1st.
"TENYO MARU" 22,000 Oct. 15th.
"KOREA MARU" 20,000 Oct. 30th.
"SHINYO MARU" 22,000 Nov. 14th.

*Omit Nagasaki
KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

REDUCED FARE TO EUROPE.
First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80
SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong
ANYO MARU Oct. 18th.
BOKUYO MARU Dec. 8th.

Y. TSUTSUMI, Manager.
Agents at Canton: Kings' Building.
Messrs T. E. GRIFFITH LTD Tel. No. S. C. 2874 & 2875.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.
S.S. PERSEUS via Suez Canal 13th Sept.
S.S. CITY OF YOKOHAMA via Suez Canal 21st Sept.
S.S. TEUGER via Suez Canal 1st Oct.
S.S. EURYLOCHUS via Suez Canal 11th Oct.
S.S. CITY OF RANGOON via Suez Canal 21st Oct.
* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners' option Subject to change without notice.

For Freight and particulars apply to:
BUTTERFIELD & SWIRE OF THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOIYOK. MASSEY & Co. Ltd., CANTON.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS
EXPRESS FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Sequana" Due Hongkong 14th Sept.
Leaves Hongkong 18th Sept.
U.S.S.B. "West Prospect" Due Hongkong 29th Sept.
Leaves Hongkong 30th Sept.

JARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu and Zamboanga.
U.S.S.B. "West Carmora" Due Hongkong 25th Sept.
Leaves Hongkong 28th Sept.

To Manila, Singapore, Zamboanga & Cebu.
U.S.S.B. "West Cajon" Due Hongkong 15th Oct.
Leaves Hongkong 18th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS FOR THE
For Full Information apply to
STRUTHERS & BARRY

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE
(Direct.)
GLAUCUS 15th Sept. London, Rotterdam, Hamburg & Dunkirk
HUMARUS 22nd Sept. London, Hull, Rotterdam & Hamburg
AUTOLYCUS 6th Oct. Marseilles, London, Rotterdam & Hamburg
HELENUS 18th Oct. London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports)
ANTILICUS 18th Sept. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow
TYDEUS 20th Oct. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)
ACHILLES 20th Sept. Victoria, Seattle & Vancouver
PHILOCTETES 14th Oct. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(via Suez or Panama)
PERSEUS 13th Sept. Boston, New York, Baltimore via Suez
TEUCHER 1st Oct. Boston, New York, Baltimore via Suez
EURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez

PASSENGER SERVICE
PATROCLUS 16th Sept. for Shanghai
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 18th Dec. for Singapore, Marseilles & London
TEIRESIAS 29th Dec. for Singapore, Marseilles & London
SARPHEDON 27th Jan. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
modation at specially reduced fares.
For Freight and Passage Rates and all information Apply to—
BUTTERFIELD & SWIRE
AGENTS.

JAVA-CHINA-JAPAN- LIJN.



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Steamers	From	Expected on or about	Will leave on or about	For
Sawahloento	Java	—	15th Sept.	Japan
Tjitaroom	Makassar	—	17th Sept.	Batavia
Tjitaroom	Shanghai	18th Sept.	—	—
Medan	Java	19th Sept.	—	—
Ombilin	Java	25th Sept.	24th Sept.	Shanghai
Tjisondari	Java	27th Sept.	30th Sept.	Amoy & S'hai
Tjillwong	Shanghai	29th Sept.	30th Sept.	Makassar
Tjibodas	Japan	29th Sept.	1st Oct.	Batavia
Tjiboot	Shanghai	9th Oct.	11th Oct.	Java & Batavia
Tjibohang	Japan	17th Oct.	18th Oct.	Batavia

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at Consignee's risk and subject to
terms and conditions of storage at
Holt's wharf. The Cargo will be
ready for delivery from Godown
on and after 11th September.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.
All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
17th September, will be subject
to rent.
All Claims against the Steamer
must be presented to the under-
signed on or before the 1st
October, or they will not be
recognised.
No Fire Insurance will be
effected.

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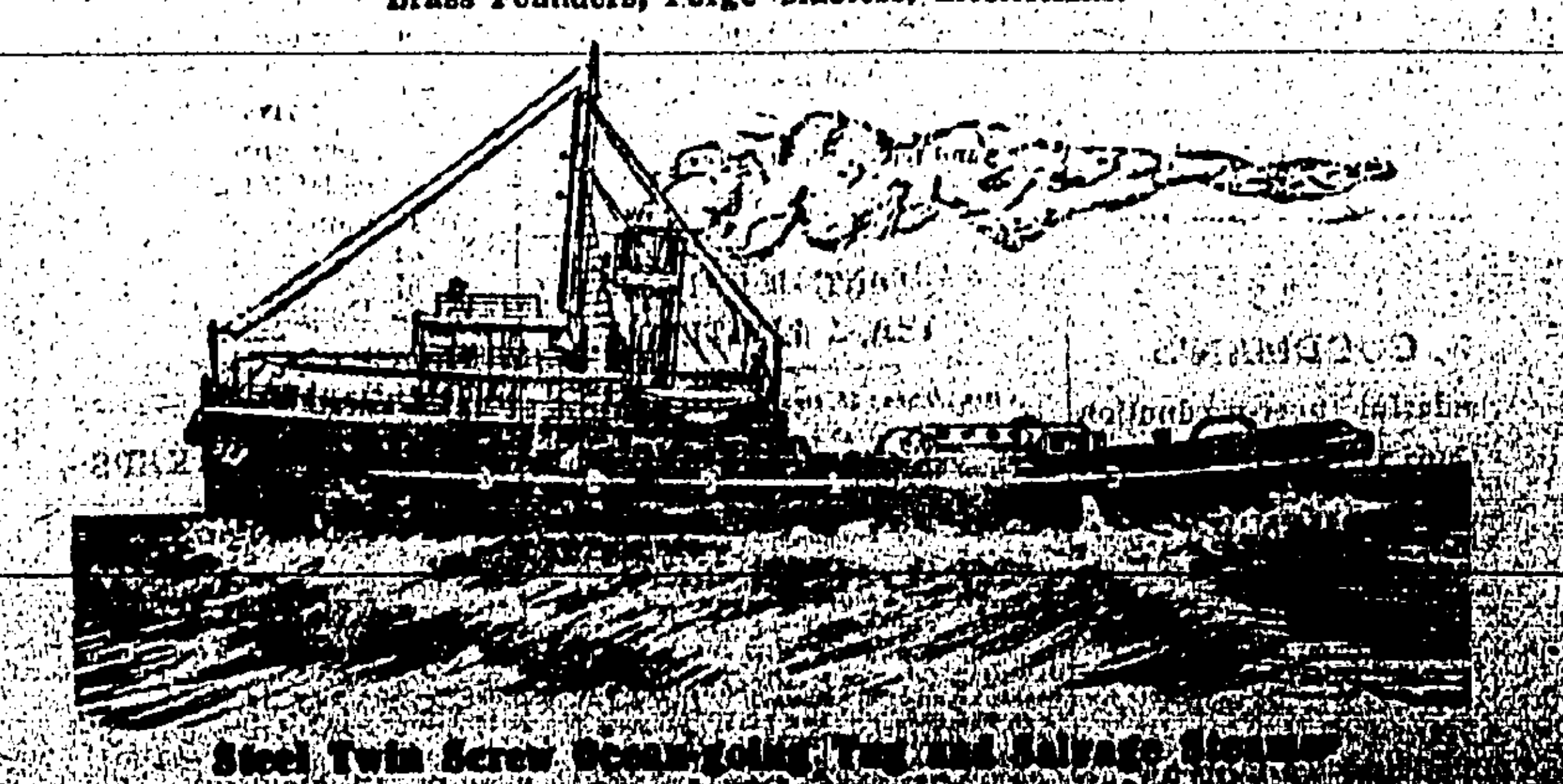
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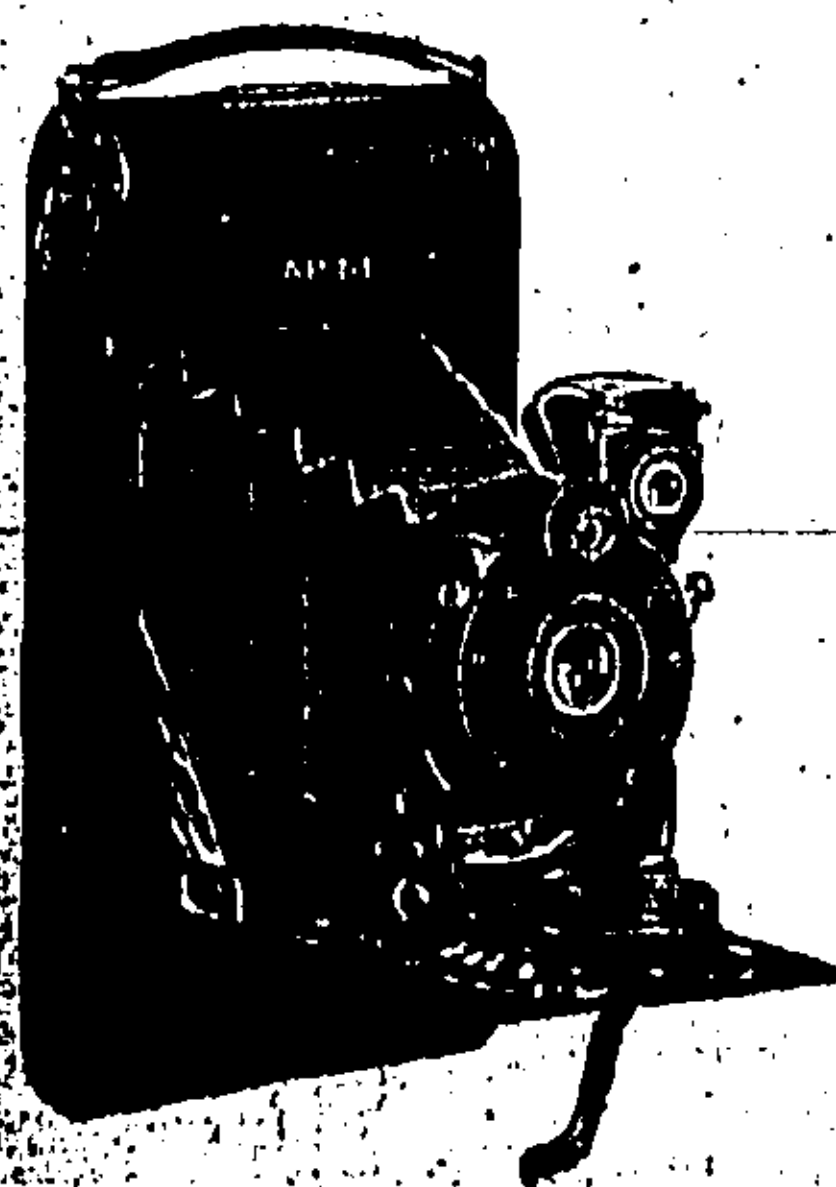
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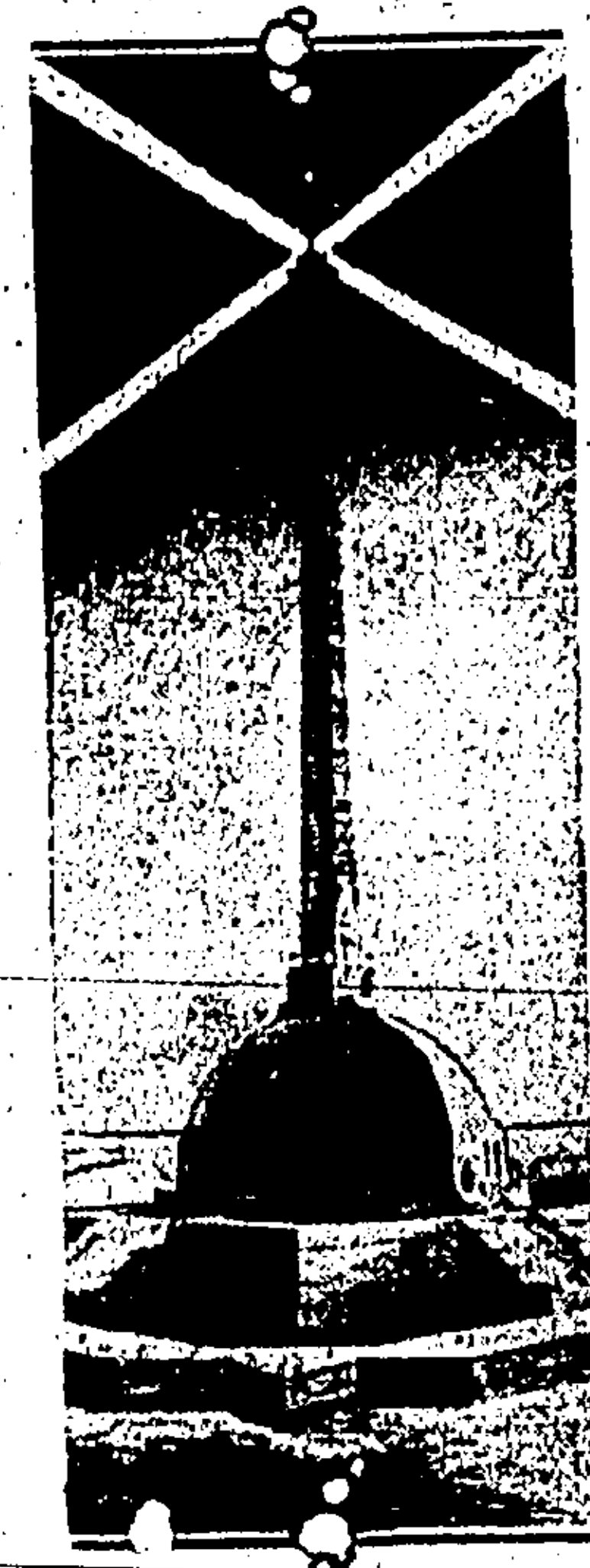
CAMERA NEWS



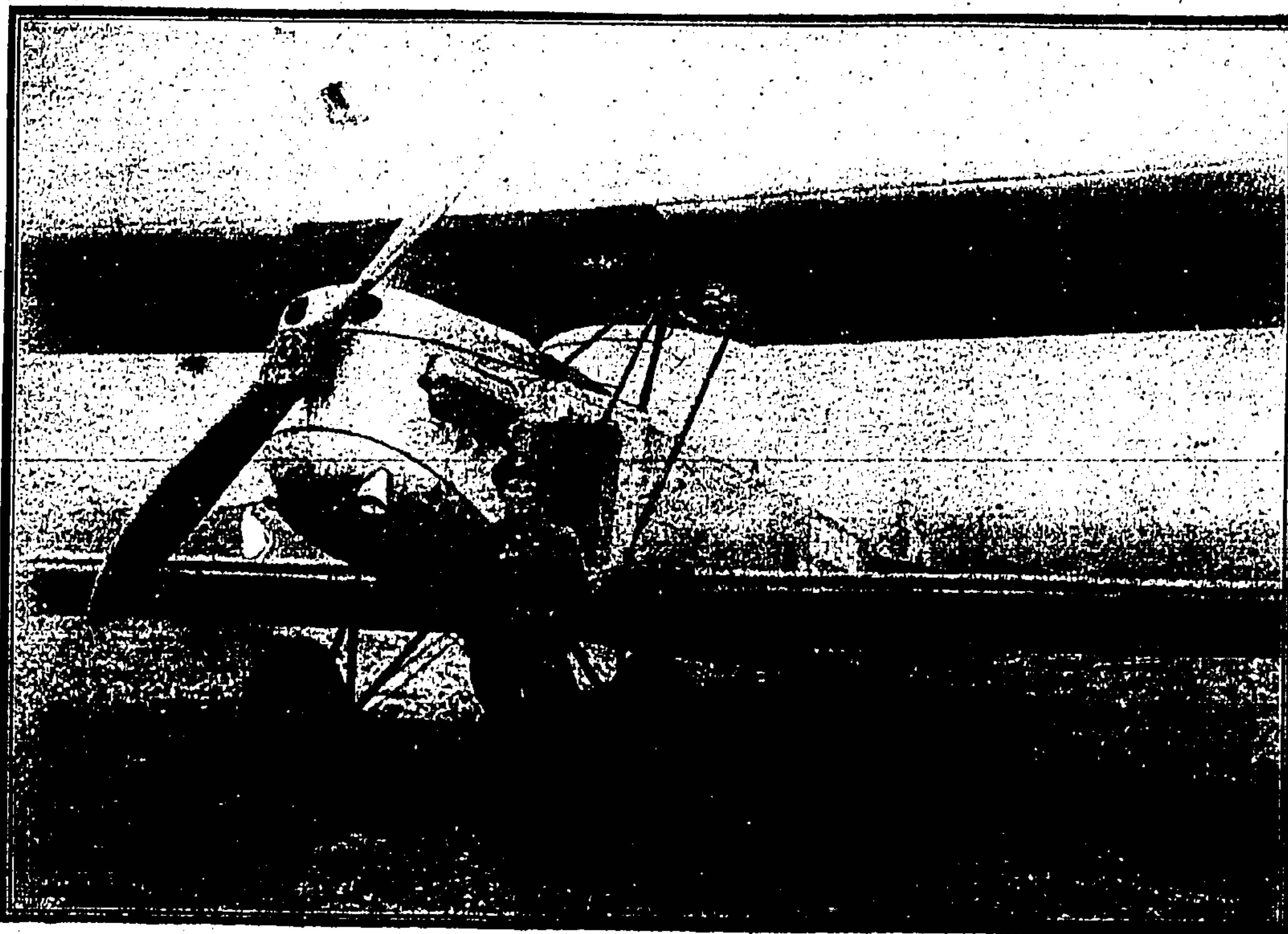
RECENTLY HONOURED.—Here is Inspector Nawab Khan, head of the Muslim contingent of the Hongkong Police, who has been honoured with the title of Khan Sahib.



AWARDED TITLE.—Portrait of Inspector Mohindar Singh, head of the Sikh contingent of the Hongkong Police, who has had conferred on him the title of Sirdar Sahib.



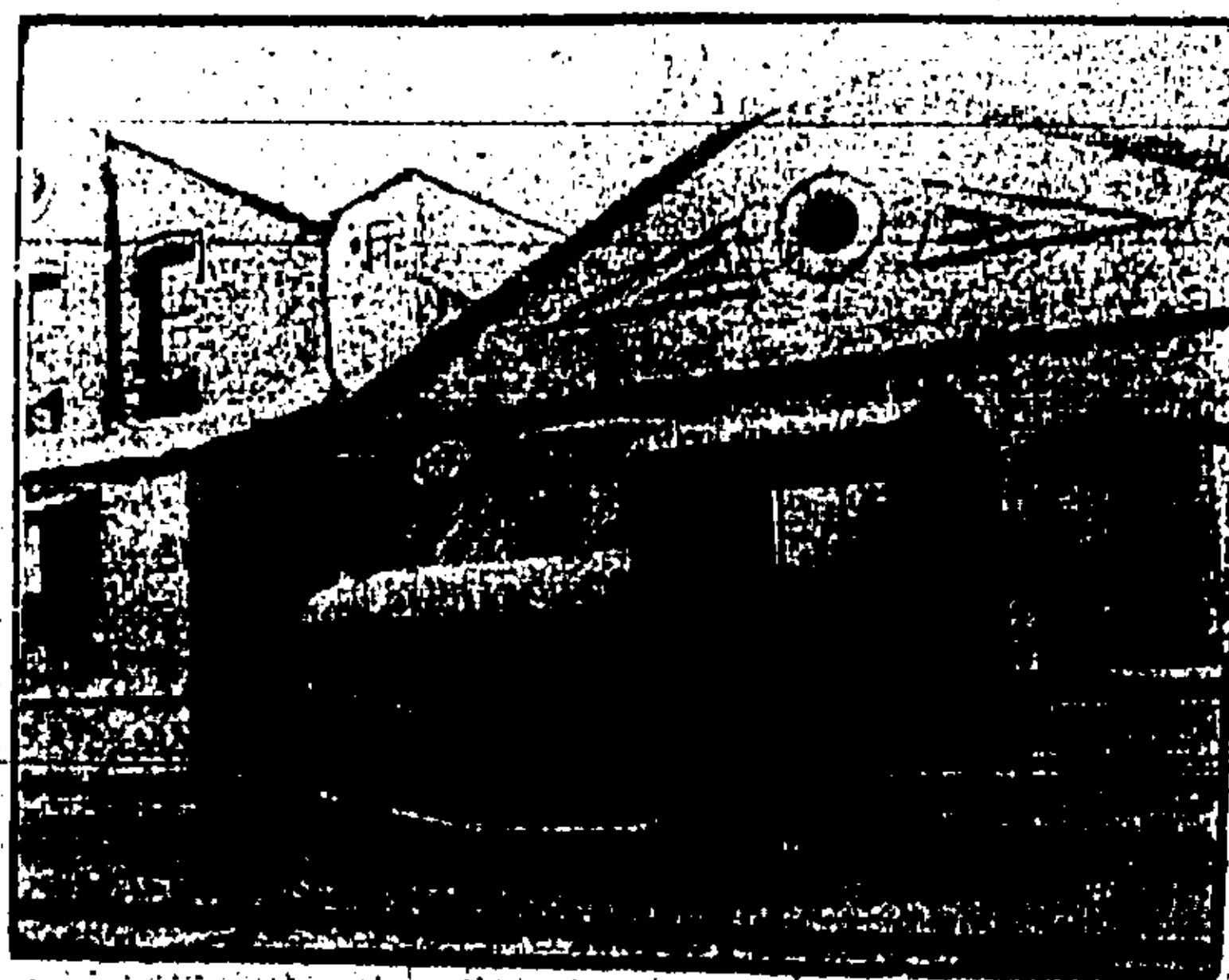
TO COLUMBUS.—Here is a sketch of the proposed Pan-American monument to Christopher Columbus, which may be built on Torrecilla Point in San Domingo Harbour at a cost of \$2,000,000. The monument, as planned, would be topped by a latticed steel lighthouse, 130 feet higher than the Eiffel Tower.



THE ARGENTINE AVIATOR.—This photograph shows Major Peter Zanni, the Argentine world flyer and the plane in which he crashed in Indo-China. It will be noted that the machine in which the Argentinian made his record breaking trip from Paris to Haiphong is large and powerful, larger, apparently, than the one that Captain D'Olay flew over the same route.



SOMETHING NEW.—Bary-Crouza, known in France as the "occult dancer." She gets her name through her claim that she "enters a trance" before each performance. A live snake is used in the unusual dance.



CHINA'S FIRST LOCOMOTIVE.—This shows the first locomotive built in China, named "The Rocket of China," which is now preserved in the Department of Communications at Peking.



"PEAK FLATS."—That is the sign beneath these malleheds; it does not refer to the structures in the photograph, but to the buildings which will occupy the site.

AN ALPHABET OF HONGKONG



U THE UBIQUITOUS
Girl of the Beach;
She only likes men
Who swimming can teach!

BOXING.

WILLS BEATS FIRPO.

New York, Sept. 11. In the boxing match between Luis Firpo, the Argentinian, and Harry Wills, the negro, the latter won on points in the twelfth round.

There were eighty thousand present. Firpo proved no match for Wills, whose defence was impenetrable. He succeeded in holding Firpo's rushes beautifully, and at the same time heavily punished his opponent.

The only knockdown was in the second round, when Wills floored Firpo with a left to the jaw. The referee frequently had to pry the men apart owing to

BASEBALL.

This afternoon the local baseball season ends, and a match will be played at Happy Valley between the Champions of the League (South China A.A.) and a team representing the Rest. The game starts at 4.30 p.m.

After the match, the shield will be presented, as well as medals to the members of the Champions' team.

their clinching. Firpo's gameness alone carried him through the terrific punishment which the negro administered. *Reuter's American Service.*

THE OUTWARD APPEARANCE.

By the Rev. G. R. Lindsay, M. A.

"Man looketh on the outward appearance, but the Lord looketh on the heart."—1. Samuel, ix. vi.

Man looketh on the outward appearance. Well, where else can he look? His eyes will not pierce beyond that which is material and visible. It is natural that he should look where he can and be impressed by it. There is some truth here, and it has its value. The fact that men do look at outward appearance gives pleasure to the eye, adds interest to life, and out of this universal habit have arisen the laws of etiquette and the refinements of society.

The outward is important. It reflects on the inward. It is well to touch a child not to be slovenly in appearance, not only to avoid disapproval, but for the effect it will have on his character in the loss of self-respect. Then, again, because men look on the outward, how many avoid committing acts, which, if acts were as secret as thoughts they would commit. Men listen to our words and note our deeds. Nothing that is apparent about us escapes them. It is one of the great human checks to open sin.

Man looketh on the outward appearance. All is well if you keep in mind the limitations of physical sight. Remember it is the outward at which you are looking, for with all our boasted love of democracy and lack of prejudice, how susceptible we are to appearance. How easily the outward trappings appeal to us men of time and sense. How much longer it takes goodness and beauty of character to penetrate the atmosphere. It takes us much longer to appreciate them.

St. James speaks about the men of his day being all agog if do not know about each other. A man came into church with a gold ring, and mildly indifferent gazed at a harsh judgment when to the poorer man, regardless of later we knew all. You have the characters of both; and still only to read the Gospels to see to-day the man who stops from how kind and generous one can be when one can see who wears expensive jewels and the inward and the outward dress are apt to win our homage as the Lord Jesus did.

But too soon, whilst the one who

can speak, even vaguely, of being related, however distantly, to Lord Nonsuch bows us over completely. Indeed such slaves are we very often to appearance that the moral lapses of such folk are condoned. A notable instance was when people were ready to say of Herod, "It is the voice of a god."

We must give credit for what we cannot see. Remember we do not know all. It will make us kinder in our judgments of others. You feel taunted by the man who says the cynical word, but you do not know that his cynicism is because someone, nearest and dearest, has been disloyal, or some professing Christian has treated him shabbily. "He says in his haste: All men are liars." You see another, silent and morose, but you do not know the private sorrow daily gnawing at his heart which shuts him in upon himself. You see another given to sin, and you roundly condemn him; but you do not know the temptation he endures, the opportunity he has lacked, the environment, perhaps from birth, that has helped him downwards, or of his deep repentance.

Man looketh on the outward appearance, yes; but he must remember its limitations and be kind. Burns had this in mind when he wrote:—

Then gently scan your brother man,
Still gentler sister woman,
Tho' they may gang a kenna' wrang,
To stop aslao is human:
One point must still be greatly dark. . . .

Greatly dark, yes. The outward look has its limitations. There is always something we do not know about each other. How many of us have a gold ring, and mildly indifferent gazed at a harsh judgment when to the poorer man, regardless of later we knew all. You have the characters of both; and still only to read the Gospels to see to-day the man who stops from how kind and generous one can be when one can see who wears expensive jewels and the inward and the outward dress are apt to win our homage as the Lord Jesus did.

(To be Concluded).

DR. SUN AND THE "TELEGRAPH."

AN ANGRY RETORT.

The Canton Gazette of yesterday publishes the following.—In its issue on Wednesday, the Hongkong Telegraph utters a characteristic incantation on President Sun Yat-sen and the bogey of Bolshevism. That mean little organ of Imperialism affects to read into the President's formidable indictment of the Imperialist Powers an "endorsement of Bolshevism" and proceeds to contrast this alleged orientation with the President's attitude as defined in the following passage from a statement which he issued in reply to a similar charge formulated by the same paper in 1922:—"Dr. Sun says that opitheta accusing him of Bolshevistic views do not injure him and will not deter him. He denies that he has any sympathy with Bolshevism as a principle and says that a correct reading of his letters will prove this beyond doubt. He also says that he may issue an English translation of the letters reproduced in the Hongkong Telegraph. He asserts that the Hongkong Telegraph's insinuation that the letter reveals a leaning towards Bolshevism is a charge unworthy of an answer, as all intelligent minds will realise that China is politically and economically unsuited to Bolshevism. Dr. Sun says that he never once dreamed of transforming China into a Bolshevik Republic."

NOT A LINE, NOT A WORD WITHDRAWN.

We are in a position to state that the President withdraws not a line, not a word, in the foregoing passage. He repeats and reaffirms everything said there. He says more. If the distinguished gentleman who is to-day representing Soviet Russia in Canton were to suggest to President Sun the introduction of "Bolshevism" here or anywhere else in China, his own Government would recall him within twenty-four hours.

But let us be clear and definite. While neither President Sun nor Moscow believes in the possibility of repeating in China the memorable series of historical events and processes which are summed up in the term "Bolshevism," the President is irrevocably committed to a policy of friendship with Soviet Russia. Nothing can deflect him from that course. The hirings of the Imperialist press may lie, may curse, may damn, but the President and those of us who are working for an independent China shall hold fast to his cardinal teaching that the friendship of New Russia is the most powerful weapon in our hands to achieve the liberation of China from the grip of Imperialism.

STRUGGLE WITH BEAST OF IMPERIALISM.

If we read the President's recent Manifesto on Imperialism aright, he has now decided that the moment has come to struggle openly with the Beast of Imperialism and to summon his countrymen to cast aside the little fears and the illusions that have hitherto paralysed positive action and align themselves in the ranks of battle.

Doubtless there are those who will not follow, because cowardice and selfishness in the guise of political moderation or prudence will counsel them to hold back. Let them go and let there be a great purgation of the rank. It is better so.

MAGNETIC WELL.

Strange Effects.

A magnetic oil-boring at Boryslaw, in Galicia, lately behaved very queerly. A boring for oil is made by thrusting down sections of steel tubing. Some of the poles and some of the steel screw bits used in the boring became loose and slipped down. They were got back.

But, when the articles were recovered, not only were they strongly magnetised, which the engineer says is not uncommon in oil-fields, but the magnetism had been strong enough to make them cling to the sides of the steel casing, so that in moving it up and down while fishing for them they had become twisted and bent.

Even the steel on the derricks outside the well sometimes becomes magnetised. Ideas of magnetised mountains have always been common. Captain Cook named an island on the East Coast of Australia Magnetic Island. But a magnetic well is a novelty.

DAIRY FARM NEWS.



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ACKNOWLEDGMENT.

Mr. F. H. Pontyeros and family desire to convey their sincere thanks to all friends for the floral tributes and kind letters received by them in their recent sad bereavement.

The Telegraph.

HONGKONG, 13th Sept., 1924.

HARNESSING POWER.

Big schemes are being discussed in England at the present time for the more effective distribution of electric power. It is contended that there is much needless waste of capital and technical skill under existing arrangements, and that the operation of so many different concerns in prescribed localities which could well be served from big central power-stations is keeping the cost of current needlessly high. The claim in some quarters is for centralisation, which, it is argued, will be all to the benefit of the consuming public. This opens up a very big question, in which the issue of nationalisation may eventually be raised. Putting this matter aside at the moment, let us consider the latest trend of scientific opinion so far as the future of power is concerned. Some years ago, Sir Charles Parsons suggested the possibility of boring a hole twelve miles into the earth in order to tap, for industrial purposes, the terrific heat that exists under our feet. Technical difficulties were raised against this proposal, which experts said was impracticable. But we see that a leading official of the General Electric Company is now once again suggesting the possibility of putting the idea into practice, stating that in Italy power is already being obtained through holes bored into the ground in volcanic regions.

These proposals have a fascinating aspect, but it should be borne in mind that mankind has not yet made the most of much power which is still available. For example, we have hardly begun to harness waterpower; and there is little doubt that much can be done along these lines. Then there is wind. We search for power whilst the wind uproots trees and tears down buildings in the twinkling of an eye—work that would take man many days. The ocean tides, also, will assuredly be harnessed in time.

Man toils to create power, whilst everywhere power is going to waste in nature. Looking back over the centuries, however, we realise that man has enslaved an enormous amount of power, although the accomplishment does not seem so striking when we ponder over the fact that he still has to work almost as hard as his ancestors. The reason, of course, is that we are, by our use of power, possessed of hundreds of useful devices and comforts where our great-grandparents had only one or two, and thus the standard of living has been raised and new calls made upon our energies. If we were content to live as simply as our ancestors, we should probably need to work far less. But mankind is consumed with the spirit of progress, to attain which involves more and more mental and physical activity on the part of us all.

The Chinese Soldier.

When the trouble broke out up North a couple of weeks ago there was much speculation as to how long the conflict was likely to last. The general opinion was that it would be a matter of a month or so when both parties, having "let off steam," would be suing for peace. One heard on all sides derisive comments on the mode of warfare of the Chinese soldier—there would be much expenditure of powder and shot, plenty of noise, with comparatively slight casualties. However, those who had been watching events closely, who knew something of the material which the North can produce if it be properly trained and well fed and equipped, held their peace. Now it is evident that the war is a big affair, likely to embrace all China if left to go on its course unchecked; and one can get a better perspective of how the Chinese fighting man, trained in modern methods, shapes under the battle conditions of our period. It is of great interest to read, in papers arriving from the North, the first-hand accounts of the fighting, and to gauge therefrom how China's warriors have been misjudged. We learn of fierce encounters between well-disciplined forces, of heroic onslaughts in the face of a hail of bullets, and of the resultant casualties, many of a ghastly description, with the Chinese Red Cross showing up as an efficient body. So the well-trained Chinese soldier could make a formidable factor in the future history of his country, provided he learned the great lesson of the super fighting man—patriotism. Unfortunately for China, that spirit is lacking in its widest sense: if it were not, the Chinese warrior would realise that he is now killing his own countrymen, and would turn with loathing from the senseless slaughter.

Anti-Red Revolt.

Some years ago, the anti-Bolsheviks of the world used to read with an excited interest of "serious outbreaks of an anti-Soviet character," and speculate on the chances of the Lenin and Trotsky gang being hounded out of Russia. Hope springs eternal in the human breast, so perhaps there are many people still who will set some store by the news of a Transcaucasian revolt, and of rebel successes against the Bolsheviks. Previous disappointments, however, must have taught the majority of us not to expect too much. The Soviet has an uncanny knack of disposing of all opposition, however formidable it might be—or might appear from coloured reports. Moscow has the whole of Russia proper brought to heel, and isolated successes by groups of "malcontents" cannot rout the forces of Bolshevism. Fighting against the "Reds" is at best a costly affair, in every way, and any slight gains are very much discounted by the tribulation which follows. This the Powers realised; and thus they gave up active association with isolated "White" detachments—now suffering inactivity to an elusive cause. How long Bolshevism is to reign, and what now allies it might gain, are matters that time alone can indicate. If, were folly for outsiders to attempt to guess what the Russians will be doing even a decade hence—and the Russians could not be sure themselves.

DAY BY DAY.

KEEP COOL, AND YOU COMMAND EVERYBODY.—St. Just.

His Excellency the Governor has appointed Mr. Law Yan-pak to be a Member of the Board of Examiners.

A Chinese male was knocked down and severely injured by a truck at Morrison Street last night. He was taken to the Government Civil Hospital.

His Excellency the Governor has recognised the Consular representative of the United States of America in Hongkong as in charge of Hungarian interests.

On the 29th instant, New Kowloon Inland Lot 636, situate at Shamshulpo, is to be sold by auction. The lot has an area of 3,270 square feet, and the upset price is \$10,638.

His Excellency the Governor has recognised, provisionally and pending instructions from the Secretary of State of the Colonies, Mr. William McG. Harlow as a Vice-Consul for the United States of America in Hongkong.

His Excellency the Governor has, provisionally and pending instructions from the Secretary of State for the Colonies, recognised Mr. Algar E. Carleton as in charge of the Consulate General of the United States of America in Hongkong.

Observatory returns show that during August the average mean temperature was 81.9, the highest being 89.7, on the 4th, and the lowest 75.6, on the 5th. There were 226.4 hours of sunshine, the rainfall was 10.65 inches, whilst the average humidity was 82.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon. The Long Vacation commences on the 20th instant and terminates on the 17th October, 1924, (both days inclusive).

For stealing a sum of money and a quantity of jewellery, amounting in value to \$174, a young Chinese was ordered to receive 12 strokes of the cane by Mr. E. W. Hamilton, at the Kowloon Magistracy this morning. It was stated that defendant was an apprentice to a shoemaker and the valuables were stolen from a basket belonging to his master's wife.

In explanation of the absence of a client, who, with his wife, was charged with "ill-treating" his little nephew, Mr. C. A. S. Russ told Mr. R. E. Lindell at the Central Magistracy to-day, that unfortunately the man, whose name is Wong Kam-chi, was taken by the bailiff from the Supreme Court as he came out of his office yesterday, on a judgment for debt, and was now lodged in the Victoria Gaol. His Worship ordered a remand for a week.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Tramcar Incident.

Sir,—A friend and I happened to pass along the Western Market at about 9 p.m. last night and we saw two European tram inspectors who were standing near the corner of the Western Market at Des Voeux Road jump on to tram car No. 33, which was coming along. One of them, without any ado, smacked or hit a Chinese 3rd-class passenger, who was holding a thin plank of wood about 6 to 7 feet long, standing at the rear of the car. The other inspector was looking on and ready for any emergency.

Apparently the only offence this Chinese was guilty of was carrying the plank of wood in the car, which was at the time quite roomy. That poor chap had to "kow-tow" or salaam to make himself understood that he greatly regretted his guilt and when the car stopped at the Praya-corner of the Market he jumped off.

If there was anything really wrong with this Chinese, he could be charged, instead of being punished in this manner. Thanking you for insertion of this in your paper, and enclosing herewith my card,

Yours etc.

CRICKET.

Hongkong, Sept. 13th 1924.

Bulls and Inners

□ □ From the Office Butts. □ □

Folk who consider racing fishy will no doubt point to the fact that Salmon Trout won the St. Leger.

If perspiration had a commercial value, Hongkong would be full of millionaires.

Cold beer seems the most popular summer resort.

Among the many things which seem to run in families these days are stockings.

You ought to see the motor cars out our way. If you don't you will never have another chance.

Coming back from Castle Peak it's often hard to tell whether a girl is pensive or sleepy.

The war-news looks bad. Our Observatory officials report a depression over China.

Most men who think themselves somebody in Hongkong would be considered nobody anywhere else.

The Legislative Council didn't meet on Thursday. We've already had of lot of hot air this month.

Just because some folk assume importance, it doesn't really mean that they own the hotel.

We cannot understand why they "tolerate beastly hotel life" when some quite nice residences are available for a mere thousand bucks a month or so.

The China Mail quotes a text of an address on the "Test of Church Membership" as being taken from "June 13.35."

Another good subject would be "The Test of Bootleg Hooch" from July, 4th. at the same time.

"L. of N. Claim of China," says a newspaper heading. It certainly is an L of a Nation just now.

Too bad that Mr. Lacey was unable to participate in the International Polo Match on account of "shingles." Hope he'll be able to "bob" up again soon.

What next! yesterday morning we heard a local broker saying he always spoke the truth.

The latest wireless scheme is to broadcast noises made by insects. We're afraid this would not work with Hongkong skeeters, most of which are speechless after a good meal.

We'll say they were the Cust rooks in more senses than one when the Tecumseh went aground on Thursday.

Some of these family skeletons should never wear bathing togs.

A Russian Duke has become engaged to a millionaire's daughter in America. Suppose he calls her his "financee."

What America needs is a President who will make the country moist for democracy.

A ladies' journal is debating whether the corset is unhealthy, Corset is.

A doctor says slow thinkers live longest. Not when fast motors are about.

The average Hongkong man who puts forward an idea as his very own is usually found to have stolen it from somebody else.

It's a good thing for the Prince of Wales that the Throne rests on something more stable than a horse.

An American papers complains that Congress moves slowly. Yet it seems to be well oiled.

According to a London paper, the Post Laureate is an adept at billiards. The spot-stroke hard.

A San Francisco paper is offering prizes for the best collection of champagne lies. Here's a chance for Dr. Sun.

We understand there is no truth in the rumour that the recent stoppages of the Peak Tram are attributable to the ravages of May rodents.

We notice that the China Mail refers to Mr. Lindell as "His Lordship." Suppose they've heard somebody address him as "m'lad."

A Kowloon man is very annoyed. Someone called him a landlord. Matter of fact he was only the sub-tenant of the sub-tenant.

A pushing person is often a penniless pauper with a plausible personality.

There is no truth in the story that Sir Robert Ho Tung is hurrying back from Wembley to stop this war in China.

Comrade Sun's Northern Expedition is really going after all. It appears that there was some little hitch over the film rights.

Let poets sing their killing song, And gaily smite their lyre. Give me the man who whistles while He's putting on a tyre.

"Plan to Sink Shallow Bore," says a heading in a mining journal. This does not refer to Hongkong's Official members of Council.

It may be possible, as Mr. Baldwin's Labourite son says, to have a Red flag as well as a Union Jack, but in a show-down we back the Jack to take the trick.

We wouldn't advise Kowloon pedestrians to insist too much on their right to walk on the roads unless, of course, they are fully insured.

So live that you needn't go round asking the Editor to keep the story out of the paper.

From the look of some of these half-fares on buses, Kowloon children are big for their age.

Dr. Sun professes his anxiety to take care of the people. But hadn't the people better take care of him?

Americans are said to be piling up savings as a result of Prohibition. Saving for a "wet" day?

A soft answer may be all right to turn away wrath, but it is no use trying it on a shroff.

An Aberdeen car conductor is saving up his punch cuttings and selling them as confetti.

Modernising religion to keep pace with civilisation will mean leaving out most of the don'ts.

The advertiser who wants to exchange a double-barrel gun for a second-hand motor-cycle is evidently determined to end his life somehow.

The Dairy Farm's new ice plant includes compressors "furnishing compressed air for the agitators." These should command a ready sale in Canton.

We desire to explain that the highly-coveted and seldom-conferred O.B.I. connotes "Order of the Bulls-and-Inners," and not, as imagined by a reader, "One Blooming Idiot."

"Chang Tso-in Declares War: The Irish Boundary Dispute," says the Post. Chang seems determined to have a fight about something.

If ever you catch your stenographer reading, you may be sure that it isn't a dictionary.

Most of the gold in the world, we are told, is in the United States. Most of it seemingly in front teeth.

Those dog days make folk growl.

Doctors will confer soon in Hongkong, probably to discuss how they can make snide meet.

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NEW AUTUMN GOODS

NOW ON VIEW IN OUR LARGE FURNISHING AND HARDWARE SHOWROOM.

A VERY EXCLUSIVE RANGE OF THE LATEST DESIGNS IN CRETONNES & CURTAININGS

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Take an early choice before we have sold out.

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LOCUST EXPEDITION.

South Africa's Efforts.

An expedition is on its way from Pretoria to the Kalahari desert to see what methods have been adopted for the destruction of locusts and whether they can be improved upon. The Kalahari is a great breeding ground, the dry sunny conditions there being favourable for the deposit of eggs and their preservation until they are hatched out. That is why, though much has been done in the Union of South Africa itself to stamp out the pest, experts are now turning their attention to the desert beyond, which, be it thought, is the real source of trouble.

The locust problem is one which is found not only in South Africa, but in a large part of America, in Arabia, and even in Southern Europe. The fact that South Africa is in the public mind associated with it more than those other countries is attributed largely to the scientific and technical attention which the Union has given to the subject, and which naturally receives more notice than if the evil was allowed to spread unchecked.

The locust when hatched from the egg is a comparatively minute insect without wings. Gradually as it grows it develops flight. As it settles during the night it has been the custom of the Government locust officers in South Africa, assisted by the farmers and the general population, to spray over the swarms a destructive solution. In this way tens of millions of locusts are destroyed. Attention has also been directed to the places where locusts may have de-

UNREWARDED DISCOVERIES.

Hope for Scientists.

The League of Nations Committee whose work it is to study every way in which universities and schools can co-operate for the good of mankind, is considering an interesting question. Many scientists give their lives to studies which may result in immense good for humanity, yet anyone else may use the knowledge they have obtained and thus realize huge fortunes, while the poor scientist, to whom it is all due, may reap no monetary benefit. This means that many who would like to spend their days in scientific research cannot do so, because such work would not bring a living.

People who invent quite an ordinary thing, such as a new rubber heel, can take out a patent and possibly make a fortune. The invention is protected by the patent. Again, those who write books or music or poetry may have their work protected by copyright. It is now proposed that the same sort of protection should be given to scientists.

That there is real need of such protection is shown by reports from many parts of the world, and when the League, on the recommendation of its committee, makes the proposal, the scientist may at long last come into his own—to the permanent benefit of all.

posited eggs, so that at the time favourable for hatching, locust officers may be on the spot to spray the swarms of young locusts as they are hatched out.

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SHEETS AND RIDGES.



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at 25% reduction.

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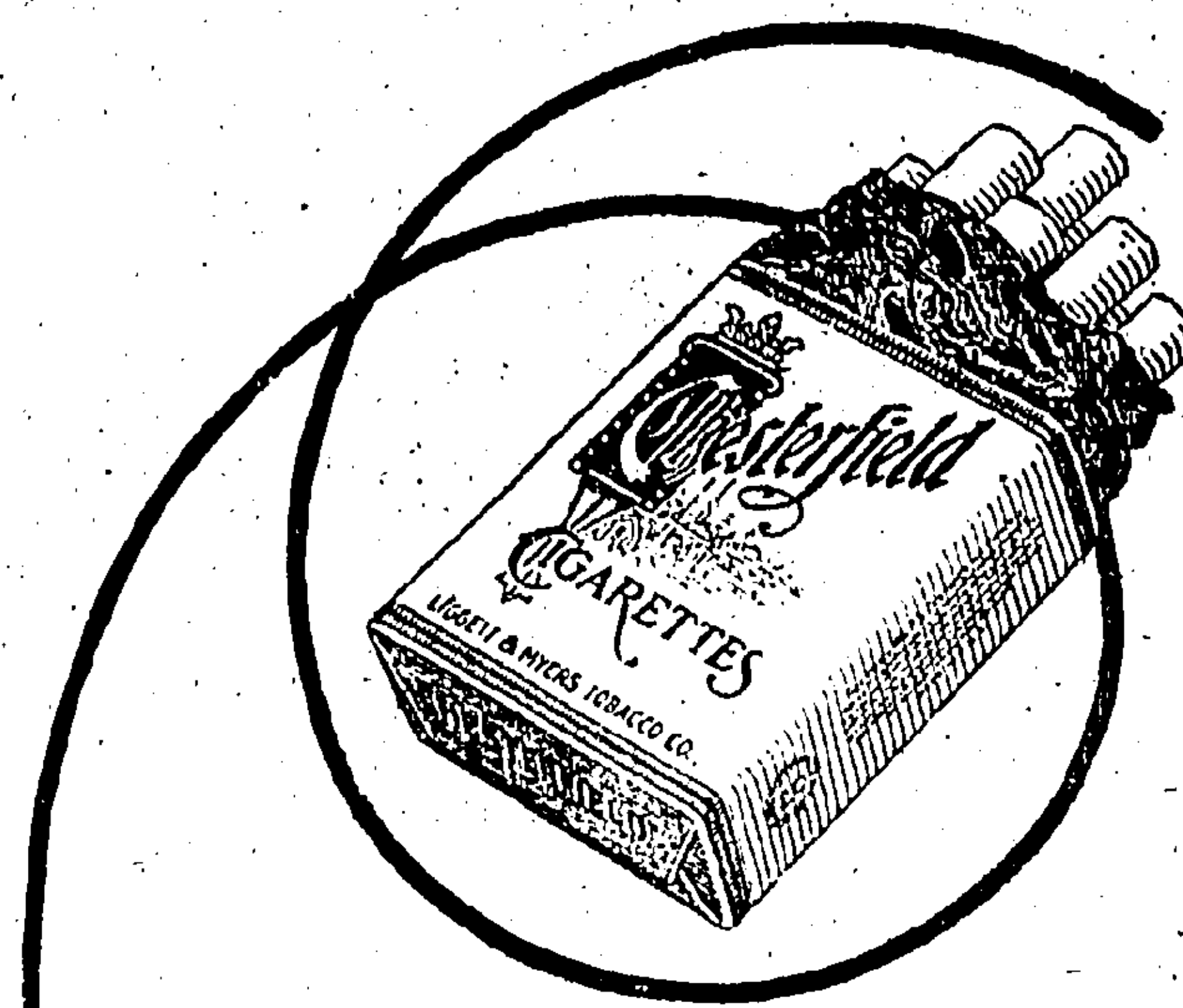
Les Elegances de Paris.

No. 8, Queen's Road Central, 1st Floor. Tel. C. 386.

NOTICE TO THOSE WHOSE MARRIAGE WILL SHORTLY TAKE PLACE.

Pictorial records of weddings are highly desirable. Call at the MING YUEN STUDIO (Battery Path) and inspect specimen groups. Upon receipt of instructions will send expert photographer to any ceremony or function.

(Official Photographers of the Hongkong Telegraph)



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LENGTH 787 FEET.

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DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FEET 6 INCHES.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

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No Corn
Can Resist
"Gets-It"

No matter how long you've had your corn, how bad they may be, whether hard or soft, or



What you have tried, believe this—"Gets-It" will get rid of your corns, and quickly. It can lift the corn right off the toe or foot, with the foot. It does not cause the same simple corn. Millions use it. Money back guarantee. Costs but a trifle—everywhere. E. Lawrence & Co. 3110 Chicago. Sold in the city by all chemists.

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"TAI LEE CHAN."

—ESTD. 1884—

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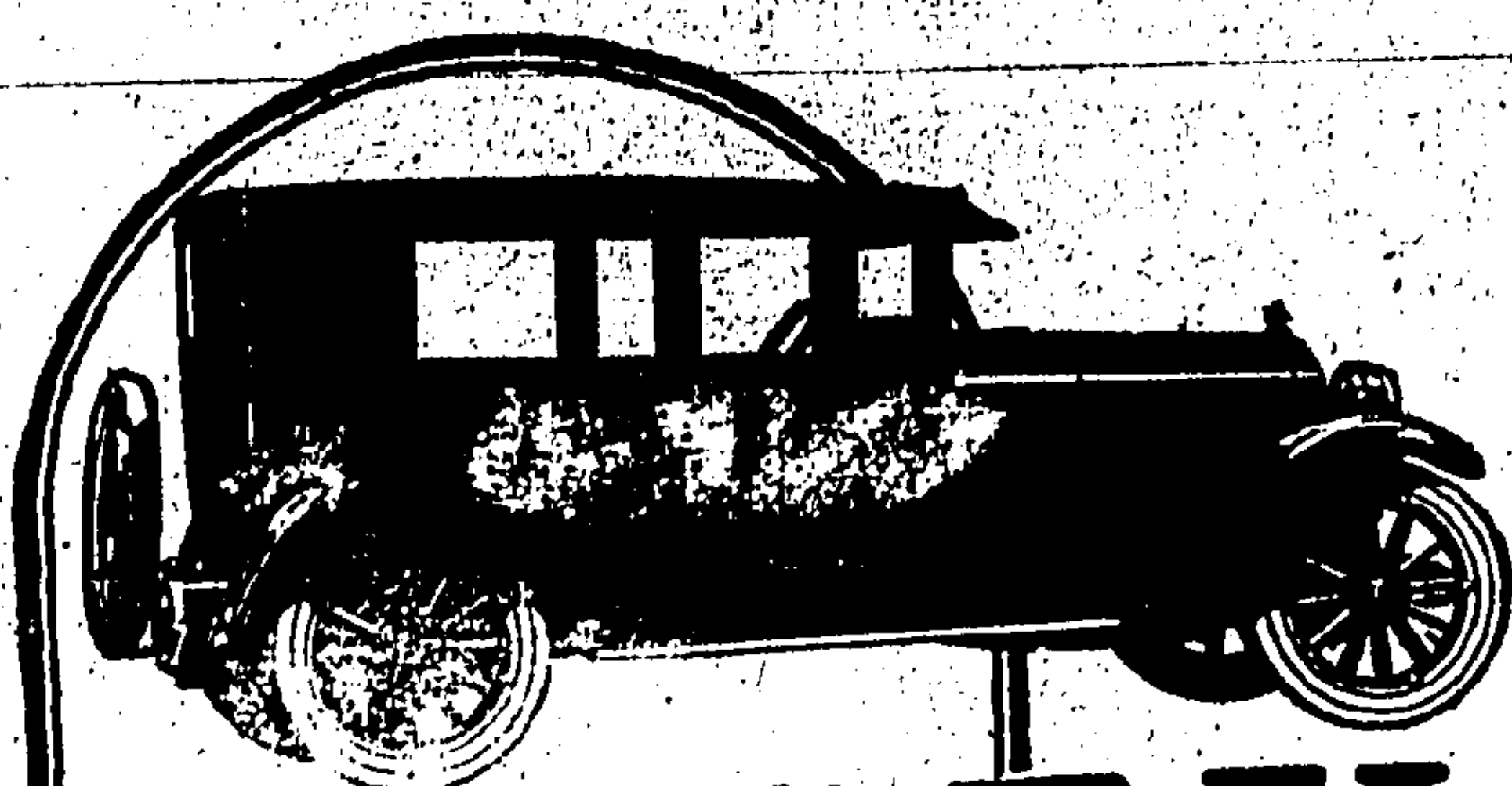
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A SIX - Built by Hudson

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"Hudson has produced a super Essex. It looks like the proverbial knockout."—From Automobile Topics.
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 "A wonderful value—a car of which Hudson engineers have a right to be proud."—From Motor Life.

PRICES - New Essex Six:

5-passenger Touring \$2,375
 5-passenger Coach \$2,800

PRICES - Hudson Super-Six:

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 7-passenger Touring \$4,000
 5-passenger Coach \$4,300
 5-passenger Sedan \$5,000
 7-passenger Sedan \$5,500

(Hudson Equipment includes 33 x 6.20 Disc Wheels and five 33 x 6.20 BALLOON TYRES.)

The DRAGON MOTOR CAR Co., Ltd.

Telephone Central 3950.

38, Wong Nei Chung Road, - - - - - Happy Valley.

ONE OF THE WORLD'S GREATEST SALESROOMS

The salesroom of the New York Branch of the Buick Motor Company at 55th Street and Broadway, New York, sells and delivers more cars and more dollars worth of automobiles than any other salesroom in the world. And its sales are increasing all the time.

This Buick Branch delivered, during 1923, 24,565 new Buicks, representing a cash value of \$39,591,918. In 1924, it is expected that about 30,000 cars will be delivered, a business of over \$50,000,000. Few if any of the great New York department stores will do as great a volume of business.

From August 1, 1923 to May 16, 1924, deliveries of this Branch amounted to 20,139 Buicks as compared with 16,295 deliveries for the same period the preceding year. This represents an increase of 3,844 cars, or a 23-1/2% gain. Sales of this Branch for the first two weeks of May 1924, were 1,231 Buicks as compared with 945 sold in the same period last year. This is an increase of over 30%. It is no wonder that a record breaking volume of business is expected for the new season.

Because the value of Buick output has each year been greater than that of any other exhibitor, Buick has held first place in every National Automobile Show in the United States during the last six years. In 1923, Buick sold 218,516 motor cars, representing a value of \$302,752,950 not including war tax or freight. In the New York district alone 12-5/10% of the 88,026 new cars sold in 1923 were Buicks.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central,
 Telephone No. C.1036.

In planning your PICNICS or joy rides,
 don't forget K. 226.

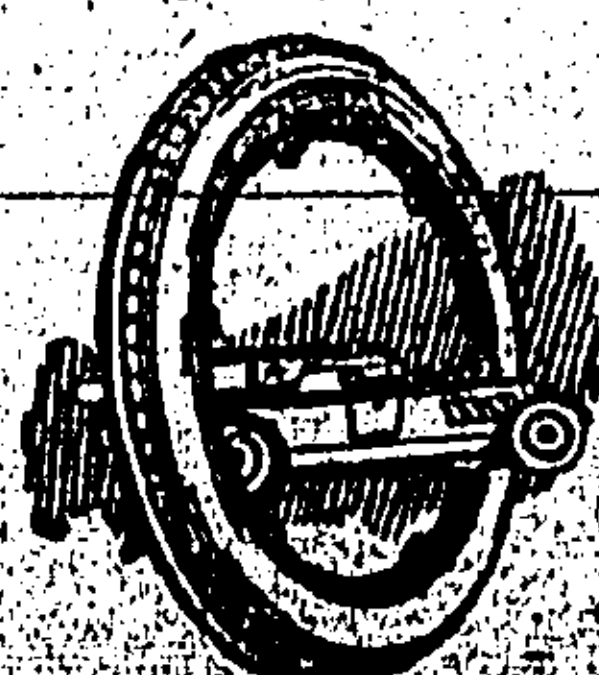
Our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS FOR HIRE



STORAGE

HOME MADE MOTOR FUEL.

HOW BRITAIN MIGHT BE MADE SELF-SUPPORTING.

Captain E. de Normansville, writes as follows to the Daily Chronicle:—

Every now and then our lubricating and petrol hopes are stirred by the publication of the fact that at least this little country of ours has "struck oil"—which is the correct way of saying found oil.

But we have "struck it" so often—in print—that we are disposed to doubt Britain's possibilities in this connection. Sometimes it is free oil—as "gushing" as a fapper—and sometimes it is shale or cannel; but never yet has it found its way into the crank case or petrol tanks of our cars.

And that is the inherent knowledge which automatically comes to mind when we read accounts of someone having "struck it"; we hope—hopelessly—for the best; and fear—frightfully—for the worst.

DEPOSITS IN SOMERSET.

So far the worst has always happened. We've "struck oil" over and over again—and then it has gone on strike. But personally, despite all these disappointments, I am an optimist.

We shall use motor spirit produced within our own shores—eventually. It is highly probable that we could be using it now, if only national funds could be placed at the disposal of adequate research work.

The latest news of Britain's oil possibilities comes from Somerset, where, I read, authorities estimate the new oil-bearing shales to contain something approaching 10,000,000,000 tons.

Of course, even that vast amount would not last for ever, but there are many other dumps of shale, cannel, peats, and so on in these islands all containing the oils and petrols we need.

HOW OIL IS PRODUCED.

The problem is, "How to get them out"—not as a chemical possibility, but rather as an economical and self-supporting industry.

You see, there is a big difference in the ways in which oil is obtained. In rich oil-bearing lands you sink a shaft, strike oil (generally, if not always), and it gushes up to the surface of its own accord, the necessary "horse power" being kindly provided by nature in the bosom of mother earth.

Sometimes you have to pump it up—but there it is—oil—and has only to be divided up into its known constituents.

But shales and annels and the likes are different. You have a solid material which has to be mined or picked up from the surface, and the oil which is contained therein has to be got out.

You get old motor spirit, paraffin, lubricating oils, etceteras, and waste material.

WORTH STRIVING FOR.

As a business proposition it follows that the cost of getting these things out must leave a good margin by comparison with the market values when they are extracted.

On paper we can always show splendid profits for working such deposits. But they are more difficult to turn into practical facts.

From many years' study of these problems—45 years ago I ran a car on fuel made out of manure waste paper and other waste products—I am convinced that success will come in the end. I've seen it so near, so close to complete success, that I'm sure it will come.

For the same 15 years I have been asking the nation to take a financial hand in this question. What private enterprise has just not perfected, national resources would in all probability perfect in a year or two.

Little me has made a calculation! Rather brainy isn't it? If once we strike a perfected process for handing these British deposits we should be self-supporting for oil and motor spirit for between 40 and 50 years. It's worth striving for, isn't it?

Dullness in Tyre Industries and Rubber.—The automobile tyre industry is considering the advisability of further curtailment of production. The April output was 714 per cent below that of April last year. It is estimated that dealers are now carrying about 11,000,000 tyres, and manufacturers about 7,000,000, of a total surplus supply of 18,000,000. On the basis of last year's consumption of 45,000,000, the total represents a surplus of 23,000,000. The industry is now considering the advisability of further curtailment of production.

DODGE CARS.

POLICY OF CONSTANT IMPROVEMENT.

It is quite evident from the comments of buyers, according to Mr. C. Lauritsen, manager of the Dodge Motor Car Company, Ltd. Dodge Brothers Dealers, that the public appreciates the significance of Dodge Brothers policy of making constant improvements in their motor cars instead of changing models every year.

Magazines, newspapers and bulletin boards everywhere are reminding the people this month that this policy continues to prevail and that they may buy Dodge Brothers cars without fear of seeing a new and entirely different model put on the market soon after they take possession of the present type car.

Coming just at this time," said Mr. Lauritsen "when many manufacturers are preparing to issue new models, in keeping with their annual custom, this advertisement is having a striking effect. It serves as a whole-some reassurance to prospective buyers. They dislike the idea of buying a car to-day and finding a month or so later that it is an obsolete model. And it is only natural that they should. The depreciation loss is out of proportion for a few months' use. Moreover, most people like to be up-to-date in their motor equipment and if they wish to follow their desire in this respect they must accept this sharp depreciation loss.

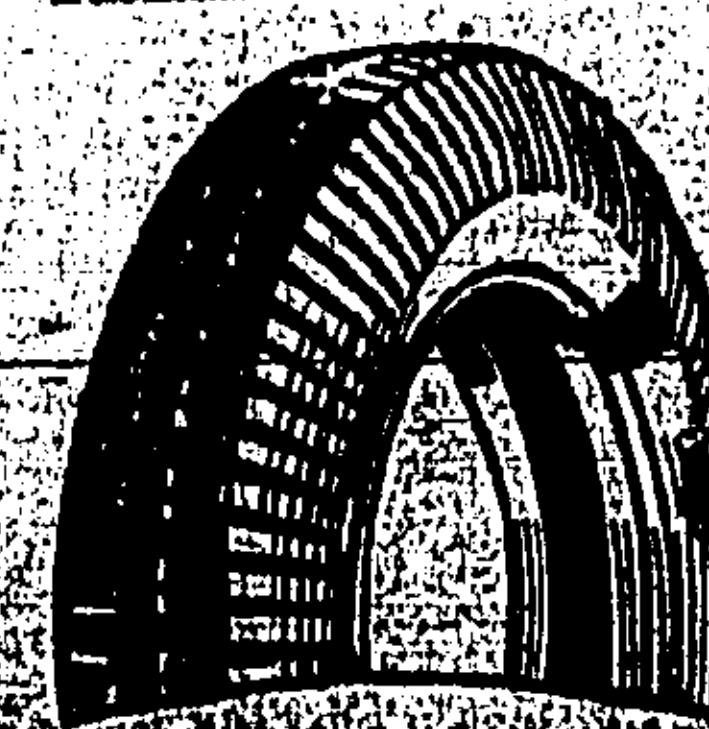
Dodge Brothers Motor Car owners who buy new cars every year—and there are many of them—have a big advantage here. A one-year old Dodge Brothers car is modern in appearance and mechanical design. That fact is conceded by everyone. Equally important to its resale value, however, is the fact that it is substantially the same car that Dodge Brothers will manufacture a year later. In other words, there is no danger that this one-year-old car will suffer from an undue depreciation loss simply because an entirely different model is about to make its appearance. We charge off only for the normal rate of depreciation for one year. And the used car buyer in turn appreciates the fact that the price represents full value and that he can buy the car with full assurance of many years of satisfactory service.

Another factor enters into this policy which is also of considerable importance to buyers. A change in models involves a complete change of dies and production schedules. It upsets a factory completely and often means a virtual stoppage of production. This naturally means a loss to the manufacturer and his only recourse is to get it back in the price of his product. The saving effected by Dodge Brothers, through their policy of constant, gradual refinement instead of radical annual changes of models, is faithfully returned to the buyer in the form of surplus value. Every dollar saved, of course, enables the factory to give that much more for the money.

The practice of bringing out new models every year is also responsible for a slow-up of sales during the summer months. People hold off, waiting to see what the new models are like. The fact that Dodge Brothers sales are continuing at the normal volume is another indication of the confidence engendered by the practice of not issuing annual models. Many buyers have said to us, Dodge Brothers cars couldn't be finer than they are to-day, either in appearance or riding comfort. I am not afraid of a change. There is certainly no occasion for it.

Also although most owners do not realize it, the cost of replacement parts is greatly affected by bringing out yearly models. One reason for the extremely low price for Dodge Brothers parts is the fact that parts stay standard for years.

TREAD ENLARGED.



Any car in the world can be made to run on a single track. The only way to make it run on a single track is to make the track itself a single track. The only way to make the track itself a single track is to make the track itself a single track.

MICHELIN TYRES

OFFER YOU THE MAXIMUM

SERVICE

AT THE MINIMUM

EXPENSE



Full stocks carried by
THE EUROPE-ASIA TRADING CO.
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Ask To See The Balloon Tyres.



A NEW SHIPMENT OF "SERIES 3" NERACAR.

THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial that won the run from Reading to Pittsburgh and return, Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCES. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

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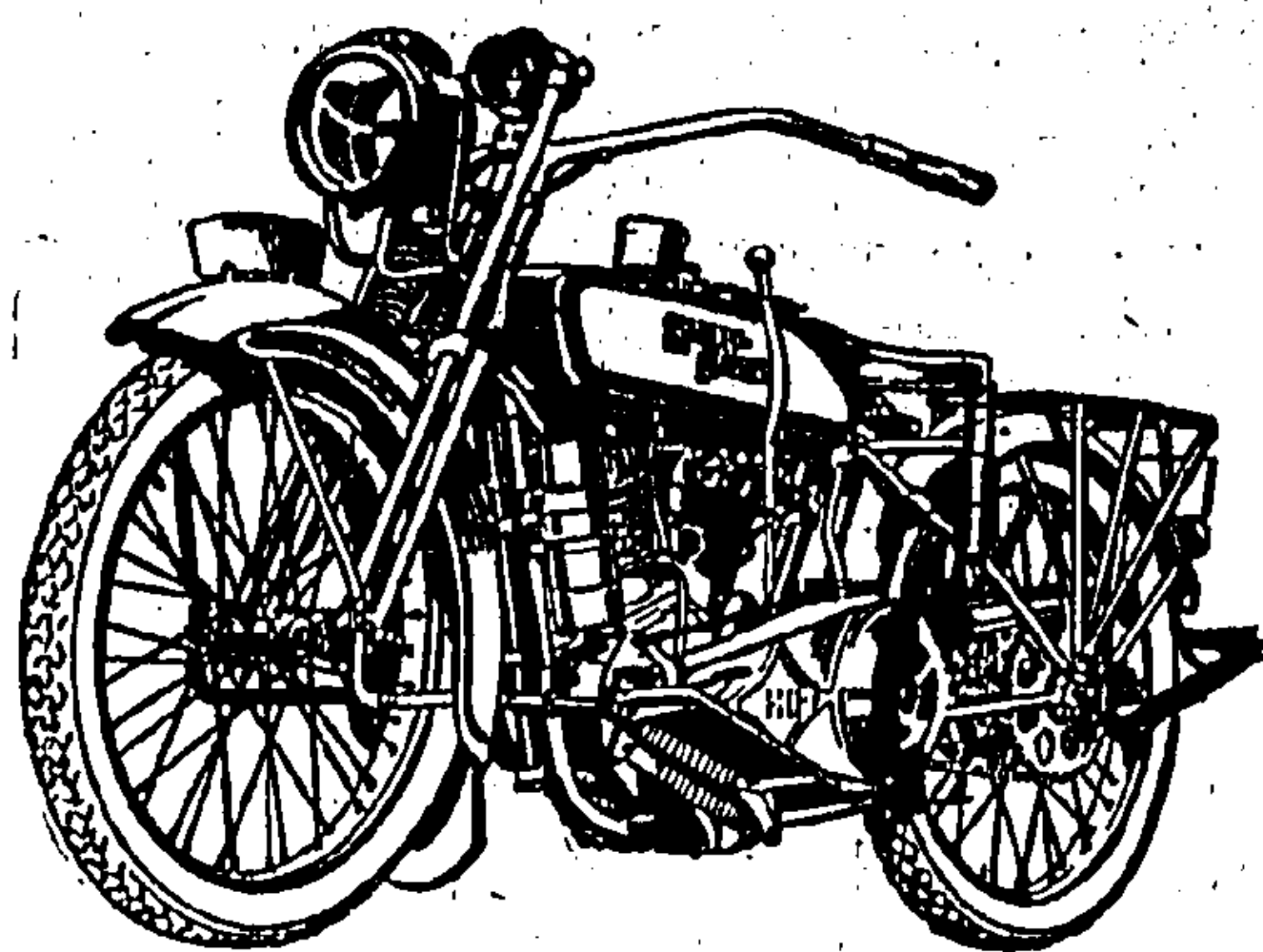
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THE FAMOUS B.S.A.

B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season.

The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experiences of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue.

We shall be pleased to show you models of these famous machines.

Prices from \$475.00

Take the lift to the 4th. floor.

SINCERE'S

Sole Agents for the famous B.S.A. Cycles.



If You're Tired of Paying BIG REPAIR BILLS

— better let us take of your car regularly. By keeping every part of the mechanism in perfect working condition we largely eliminate the bigger troubles — don't give them chance to develop.

And not only do you save a lot of money in the course of a year but get uninterrupted pleasure out of your car.

THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision.

Telephone Central 3950. ... A. J. Allison Service Manager.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities provided through this supplement are requested to send copy not later than the Wednesday preceding publication.

A FAMOUS CAR.

HIGH CLASS BRITISH PRODUCTION.

Among the higher priced British cars, the Vauxhall has earned a very excellent reputation, both on the road and on the track.

I well remember in 1908 says a Home correspondent, when "like a bolt from the blue," it made its fame over the 2,000 miles International Reliability Trial, finishing upon Brooklands track. We, at the time, could not understand what car it was, that continually lapped all its opponents and kept going at a pace quite foreign to what one had been accustomed to. On re-fering, we found it was called the Vauxhall, and made by the Vauxhall Ironworks Company of Wandsworth Road, a firm that hitherto, was known only for its pumps, and, certainly, not, for its motor cars. But from that day onwards, the Vauxhall has never looked back; and now it takes rank as one of our most representative productions.

It was in 1903, that the car was built, but the Vauxhall Company in 1903, removed to Luton, and two years later, a separate concern, under the style of "Vauxhall Motors, Limited," was formed, with the object of devoting itself entirely to the manufacture of motor cars. In so long ago as 1910, a Vauxhall car of the four-cylinder type, and of 20.1, R.A.C. rating reached a speed of just over 100 miles an hour—the first time such a feat had been achieved by an engine of anything like this moderate size. The records made by this car at Brooklands were 100.08 m.p.h. over the short distance, and 99.22 over the long distance, the latter speed exceeding the best figures of the 25 h.p. and 40 h.p. classes. In 1911, the Vauxhall car set up fresh records for its class, and, in August, the following year, a standard Vauxhall "Prince Henry" chassis, of 25 h.p., with an engine of four litres capacity, beat all world's records from four hours to nine hours, and from 300 miles to 700 miles, with an average speed of 87.74 m.p.h. for the full distance. In 1913, Vauxhalls won in motor racing competitions more first prizes than any other car, the total being eighty, inclusive of hill-climbs, speed-tests, reliability trials and petrol consumption tests. In particular, a number of hill-climbing records were made. And, it is further noticeable, that a large number of competition successes were achieved in the Overseas Dominions notably in New Zealand, Australia and South Africa.

Striking post-war successes have included, in 1919, the winning by a six-year-old car, of the April Reliability Trial, organised by the Automobile Club of Australia. A similar event in October was also won by a Vauxhall. And, so I might continue for any length of time, detailing the successes which have attended this car. I must, however, record that in the Speed Championship of Great Britain, the Vauxhall was first in the 3,000 c.c. class, and third in the 5,000 c.c. category, whilst, at Brooklands, all the 3-litre records from half a mile to ten miles, were annexed.

The Vauxhall Company's car was, all through the war, demanded by those who had to use it, in preference to all others for a similar purpose. His Majesty's Government acquired the entire output of cars produced by their quickly enlarging factory, and this plant was solely concentrated upon the production of single type of 25 h.p. vehicle, which had already been standardised before the war broke out. No greater tribute to sustained soundness of design and workmanship than this, could possibly have been forthcoming. The 25 h.p. chassis in question, formed the precursor and basis of the modern 23-59 h.p. Vauxhall.

The Company produces, three models, viz., the 14-40 h.p. the 24-60 h.p., and the 30-98 h.p. and in the latter, four-wheel brakes are standardised.

RADIATOR LORE.

Never put anything in the water to check a leak in the radiator. When leaks are small an emergency repair can be made by applying cement around the core on the outside.

DRAGERS LOOSE, STRIPPING. When a car will not hold the road, even at moderate speed, and requires constant fiddling of the steering wheel, the driver is travelling in a most dangerous condition. It is usually due to loose dragers, and should be corrected at once.

EMPIRE AUTOMOBILE CONFERENCE.

TWO INTERESTING PAPERS.

A conference was held at the British Empire Exhibition recently under the auspices of the S.M.M. and T. and the L.A.E. at which two very practical and interesting papers were read, the authors of which were jointly awarded the Humber prize of £50. The first paper, by Mr. E. A. S. Acres was entitled "The Requirements of the Colonial Market," and dealt in detail with the design of a light vehicle of from 12-14 h.p. which the author considered suitable for building on a large scale for the Colonial markets.

A very useful feature of the paper was the way in which the author dealt with water tightness both from the point of view of tackling water splashes and for consistent running without trouble through torrential rains. Suitable spring-operated glands for rotating shafts were described, and, as illustrating the possibility of constructing weather-proof bunnets, the Daimler and Renault designs were cited.

GROUND CLEARANCE AND SUSPENSION.

Ground clearance and suspension, of affecting the ability of the car to negotiate extremely rough ground and cart tracks, were fully dealt with. The author recommended a modification of the Ford type of suspension, embodying a transverse mounted transverse spring combined with an anti-rolling device. As regards traversing soft ground the author advocated a self-locating type of differential, and stated that balloon tyres have several advantages in this connection.

Extremes of temperature as affecting engine design were also dealt with, and the effect of working at high altitudes on the carburation was pointed out. Separators to prevent the ingress of sand through the carburettor were recommended, and the need for safeguarding the electrical wiring against dirt and moisture was emphasised. In conclusion, the author gave some excellent suggestions as to the stocking and supply of spare parts.

The second paper, by Captain E. A. Rouch, dealt with the marketing of the Colonial car. At the commencement, a useful series of tables was given from which the potentialities of the British overseas market were deduced. He advocated that the aim of the British manufacturer should be to produce a car suitable for overseas conditions at a price of £125 complete at the works, which would be able to compete with the most popular series-production models now being sold in the Colonies. He pointed out that large sales of such a British car would pave the way for the export of more expensive models in the same way that the sales of the Ford have made conditions easier for the more luxurious American cars.

PACKING FREIGHT AND INSURANCE.

The author also dealt with the influence of various costs, such as packing, freight, insurance, etc., and advocated that the packing case should be designed by the manufacturers. He suggested that, with modern methods of construction and marketing, British manufacturers ought to be able to win 20 per cent. of the total available business within three years which, on to-day's import level, would mean British output of 14,000 cars per annum. It was also pointed out that the busy time for overseas business in many countries coincided with the slack period of British sales. The paper was concluded by a very useful and detailed account of a system of overseas sales evolved by the author.

A suitable sales campaign was described step by step, and figures were given to show the estimated cost per representative per annum.

VALUE OF VALVE CAPS.

Do not throw away valve caps. Screw them on firmly and prevent air leakage. The valve plunger, a little mechanism inside the stem, serves as an air lock during inflation, but the valve cap is a secondary air seal during usage.

WHEEL ALIGNMENT.

Because alignment of the wheels is an important factor in the life of the front tyres, the distance or "toe-in" is provided with adjustable means. The toe-in is the distance between the front of the wheels, measured at the axle, and the distance between the rear of the wheels, measured at the axle. It is usually set at 1/4 inch.

THORNYCROFT

COMMERCIAL VEHICLES

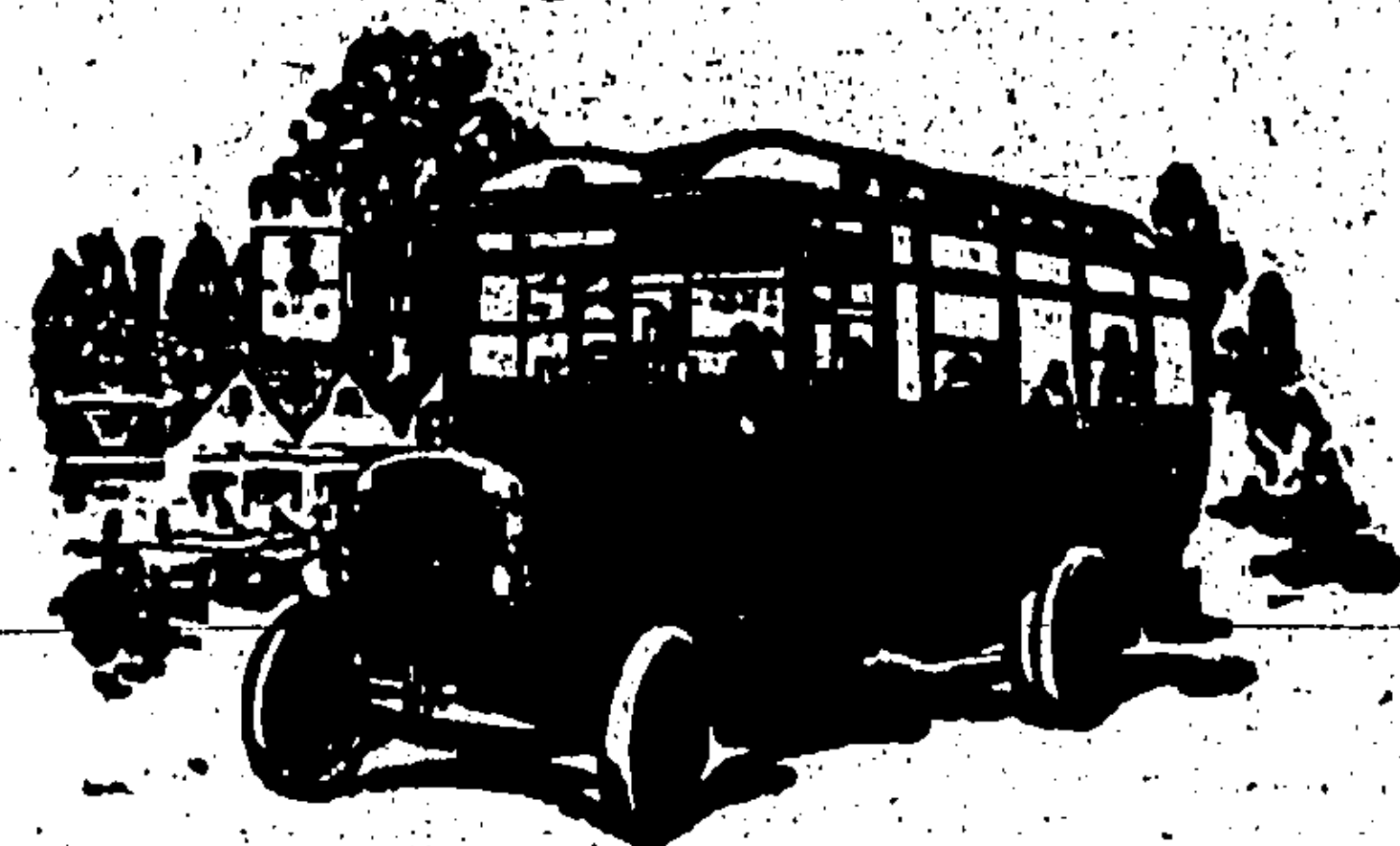
BUILT ENTIRELY OF BRITISH PARTS BY BRITISH LABOUR.

A TYPE FOR EVERY REQUIREMENT

For Passengers or Merchandise

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BEST
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MOTOR
VEHICLES



THORNYCROFT

NOT
FOREIGN PARTS
ASSEMBLED
IN ENGLAND,
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BRITISH

SERVICE and ECONOMY
SPARE PARTS IN STOCK

Trust a Thornycroft with your Transport.

Specifications and Prices

HONGKONG HOTEL GARAGE

IF NOT A THORNYCROFT—BUY AN ENTIRELY BRITISH LORRY.

C.4758—Car Hire Service For Hongkong. C.4759—For Motor Showroom.

THE HONGKONG & SHANGHAI HOTELS LTD.

MOTORING IN EUROPE.

STRIKING CONTRAST TO U.S.

The American motorist who visits Europe for the first time has several surprises in store for him. One interesting feature of motoring in Europe is the fact that most of the cars used there are open models and virtually all travel with their tops down.

It would surprise any resident of the United States to ride for miles and miles in many European countries and see only one or two autos. The bicycles and foot travel take most people where they want to go in Europe. Of course, in Switzerland, where the roads wind back and forth, in and around, there are not many automobiles and not many bicycles either.

Another peculiar feature of transportation about London is that there are many steam trucks. The boiler and smokestack are the front end of the automobile and the steam engine is just behind the boiler.

These trucks are used to carry 10 or 20 tons of coal or cement and building material, and are seen at all hours of the day puffing away along the London streets.

By way of contrast to conditions in Europe, here are facts about autos in the United States.

Thirteen million motor cars and trucks are now running in the United States.

One motor vehicle to every eight persons. Five times as many automobiles as there are freight and passenger cars combined on all the railways of the United States.

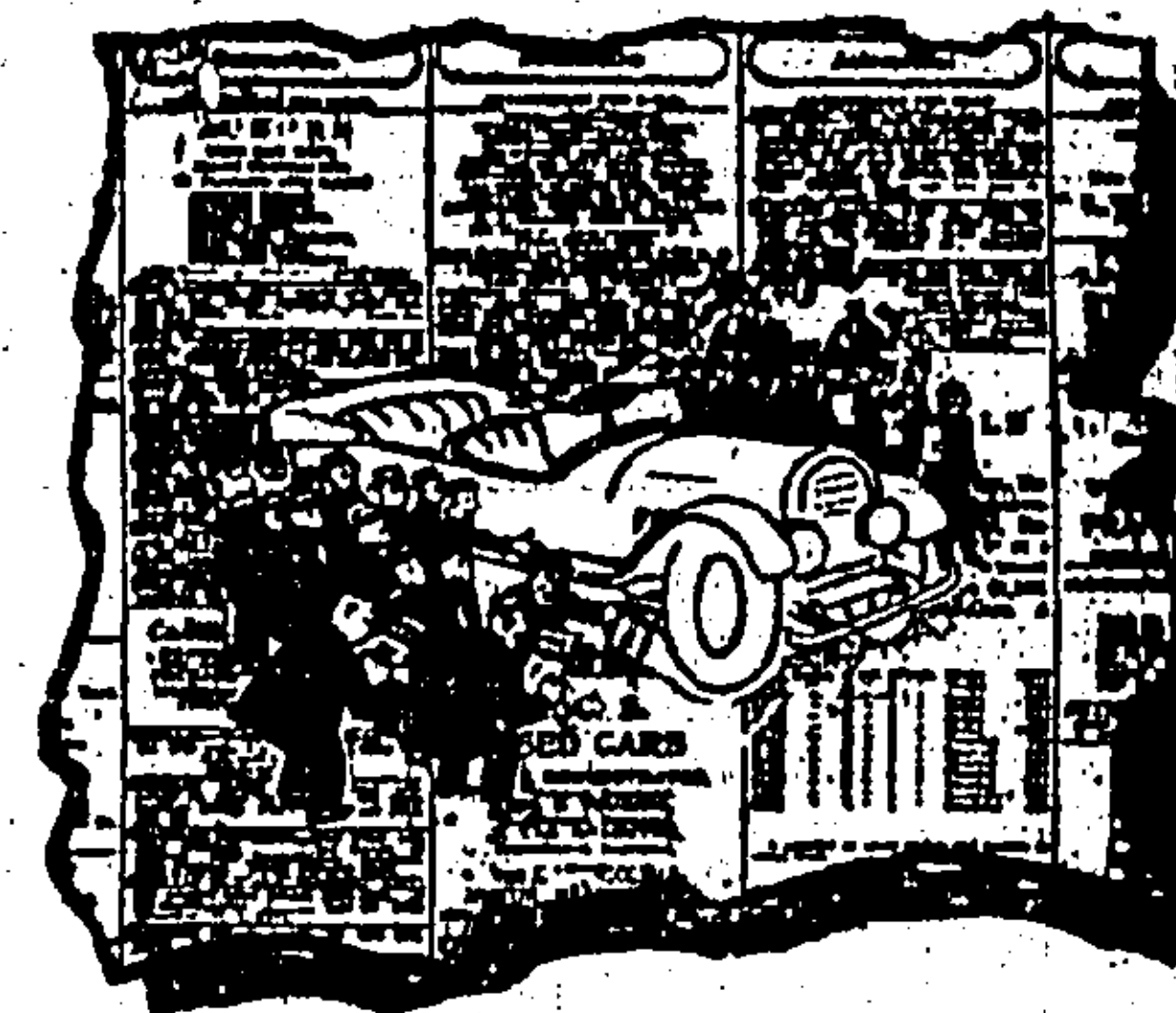
Enough to carry half the people of America in a single caravan.

The Lincoln highway, from the banks of the Hudson to the Golden Gate, is 3,305 miles long. To put them (the United States autos) all on that highway, even in traffic jam formation, would require that the Lincoln highway be widened so that 15 cars could stand abreast!

The annual mileage of all these automobiles is 80,000,000 miles. This is three times as many motor miles as the car miles of the railways.

On the average every automobile carries two and one-half passengers. This means that more than 30,000,000 persons take to automobile wheels every day, or more than 9,000,000,000 annually—eight times as many as are carried by the railroads.

The automobiles give direct employment to more than a million men and indirect employment to two or three times as many. It buys a major portion of the country's plate glass, a vast share of its iron and steel, most of its aluminum, much of its rubber, and the railroads and the highways are built and maintained by the automobile industry.



"THE CAR YOU WANT AT A PRICE YOU CAN AFFORD"

() Chandler Speedster, complete with new top, new carpets, new upholstery and new paint. Engine thoroughly overhauled and in splendid condition. An exceptional bargain at ... \$2,500.

() Locomobile Touring Car, complete with six new Cord Tyres, new top, new upholstery, new carpet and new paint. Engine thoroughly overhauled and in splendid running order \$4,000.

() Studebaker Special Six—Sports Body. Paint in fine condition, disappearing hood, 2-passenger Dinkle seat, five wire wheels, five Cord Tyres in good condition. Owner driven; total mileage less than 6,500. A very unusual bargain at \$3,000.

REMEMBER:—A Used Car is only as good as the firm with which you deal.

Check (—) the car you wish further information about, and mail this advertisement to us TO-DAY

THE DRAGON MOTOR CAR CO., LTD.

33, Weng Nei Chung Road. Hongkong.

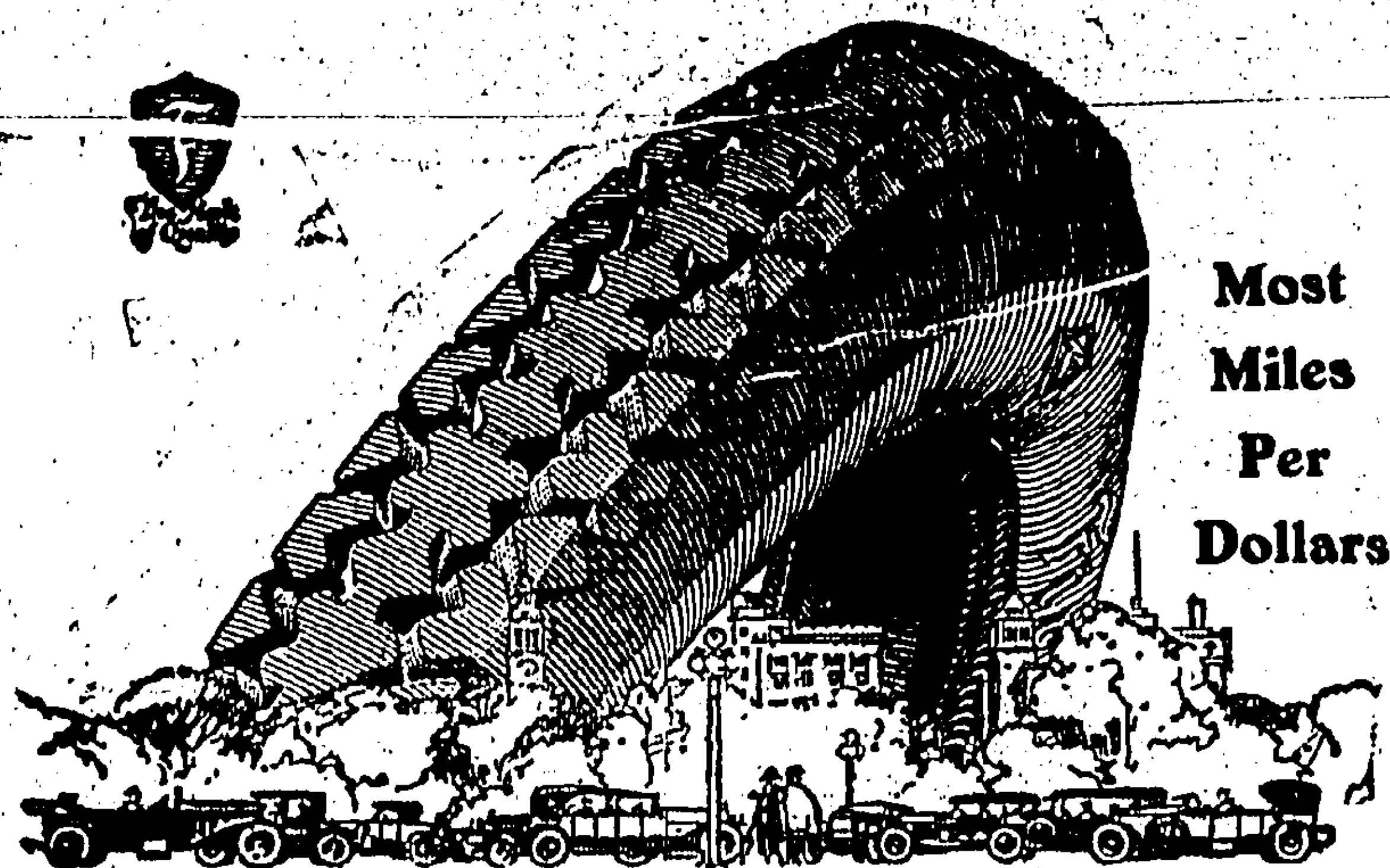
Name
Address

146 MILES PER HOUR.

A NEW WORLD'S RECORD.

A World of 146 miles an hour for the flying kilometre, this representing the average of two runs in opposite directions, was established on July 12 on the road near Paris, by the English amateur Mr. E. A. D. Eldridge, driving a 300-horse-power Fiat. In open trials six days earlier the car covered the flying kilometre at an average of 146.8 miles an hour, thus beating all comers, but the performance was protested on the ground that the car was not fitted with a reverse gear in accordance with French rules. Eldridge immediately decided to add a reverse, and a special permit to run having been given by the Automobile Club of France, he started at daybreak for his attempt on world's record. For the standing kilometre the car averaged 85.47 miles an hour. The attempt to establish a new world's record for the standing mile was frustrated by an accident to the electric timing apparatus. These performances will be admitted for official world's records for they constitute the highest speeds ever attained on the road by any motor car.

It is interesting to note that the car used by Eldridge was a Fiat, a make which has been famous for its speed and reliability for many years. The car was a 300-horse-power model, and it is a testament to the engineering skill of the Fiat company that it was able to achieve such a feat. The performance was a record, and it is a testament to the power of the automobile in the 1920s.



CONFIDENCE

The foundation of satisfactory motor car travel is confidence in the tyres.

The confidence of car owners in the MARK OF QUALITY has come as a result of tyre service which answers the most difficult tests.

This is largely due to the Firestone Gum-Dipping process. The

famous method is used on selected rubber, chosen by experts in our Singapore headquarters. It renders the tyres practically immune from internal friction and the disastrous results of heating.

Let us confer with you as to why Firestone Gum-Dipped Cords, with their safety, comfort and good looks, are best for any car.

THE DRAGON MOTOR CAR CO., LTD.

33 Wong Nei Chung Road, (Happy Valley) Central 3950.

DRAGON MOTOR LIVERY SERVICE, C. F. Pau, Proprietor.

24 Des Voeux Road, (Hongkong) Central 432.

THE DURO MOTOR COMPANY.

26, Nathan Road, (Kowloon) Kowloon 226.

[A full range of Motor Car and Motor Cycle Tyres & Tubes carried at each of the above addresses.]

Firestone

SPECIAL DODGE BROTHERS MOTOR CARS IN FOUR TYPES

Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-trimmed radiator shell, on touring car and roadster (optional on closed types) front and rear bumpers, motorometer with lock, special blue leather upholstery (for touring car and roadster) special body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

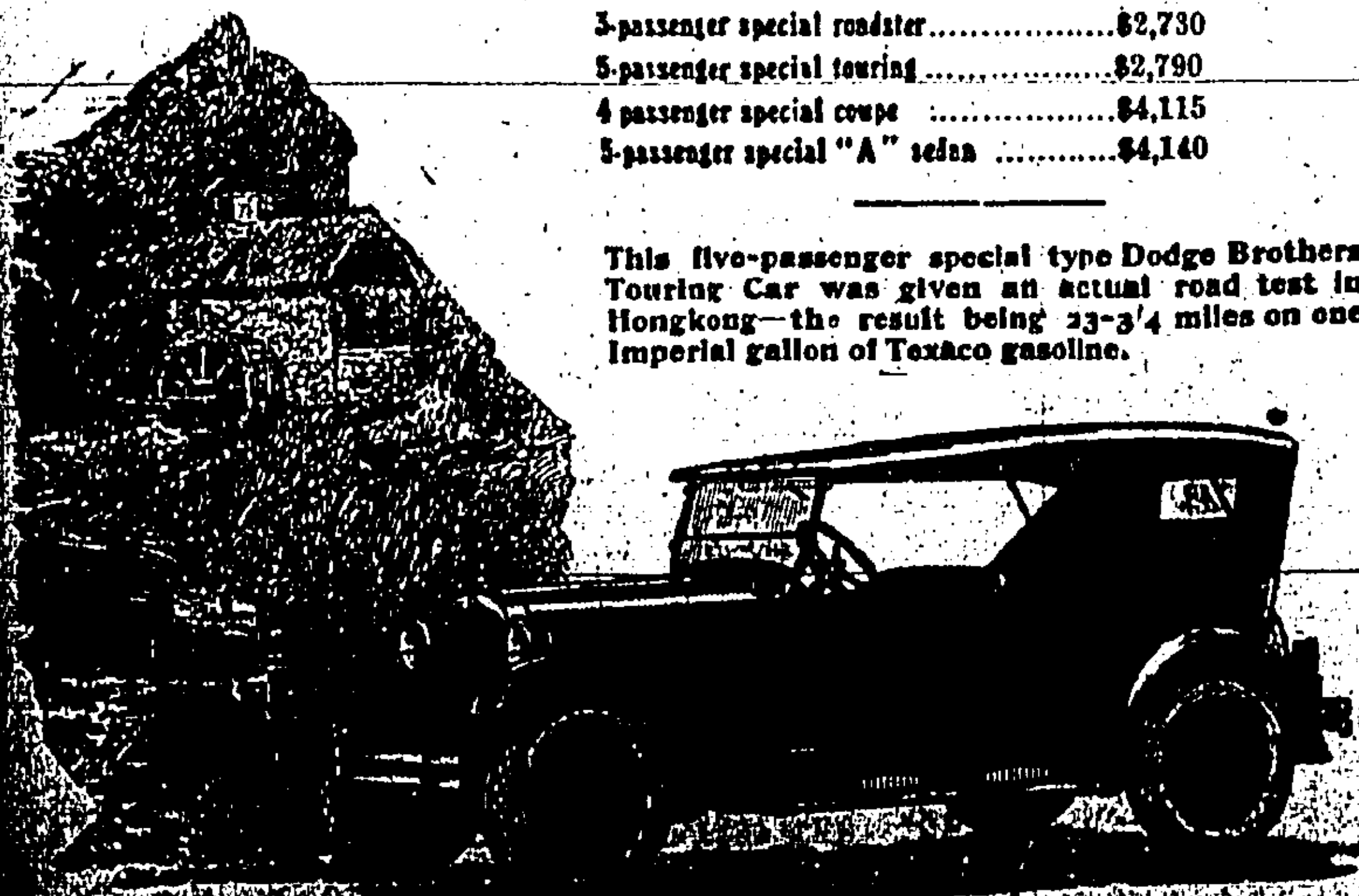
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 3950.

33, Wong Nei Chung Road ... Happy Valley.

3-passenger special roadster	\$2,730
5-passenger special touring	\$2,790
4-passenger special coupe	\$4,115
5-passenger special "A" sedan	\$4,140

This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hongkong—the result being 23-3/4 miles on one Imperial gallon of Texaco gasoline.



WHAT'S NEXT IN MOTORDOM?

NEW DEVELOPMENTS OCCUPYING ATTENTION.

Fifteen million car owners eagerly await a general adoption or rejection of balloon tyres and four-wheel brakes so that the decks may be cleared for the next big features in motordom.

Thousands of motorists already have accepted many of the newer innovations and have come to regard them as conventionalities. They are awaiting news of newer and bigger improvements in cars.

The question uppermost in the minds of most motorists is not "What are the coming improvements?" but "What can they be?" It seems as though the automobile were about as near perfect as possible. It does almost everything a little better than necessary. Price appears to be no obstacle. It is so beautiful in design that many people think it is too good looking for the practical uses to which it is put. What, then, can there be in the way of something new for the automobile?

As one authority says, the public cannot guess what is coming because it is merely looking for something new. The engineer knows what's coming because he knows what the automobile still lacks.

Also the engineer knows that with the changes in car use, traffic conditions and the addition of the various improvements themselves, new demands are made of the automobile. These demands must be met with new engineering features.

NEW ADJUSTMENT FEATURES.

Designing of brakes, both four- and two-wheel type, for 1925 models will reveal many novelties in the way of brake equalization and adjustment. With the advent of the need for brake inspection, engineers know that motorists will soon complain if they are forced to the repair shop for frequent brake adjustment. The adjustments must be so simple that they can be made in a few minutes time by the owner himself or perhaps automatic.

The next thing in tyres is believed by many to be the two-tube balloon. The motoring public is growing weary of changing tyres. It is always skeptical of punctureproof schemes, but it is beginning to notice that motor buses using four rear tyres reveal the advantages of running "with the spares on."

Some years ago a Pennsylvania motorist experimented with four rear tyres on a touring car. While the plan had many disadvantages—the least of which was the unsightliness of the rear—the outstanding advantage was that in event of a rear-wheel puncture the owner did not have to stop for a tyre change. From this experiment—and others like it—has developed the idea that the ordinary tyre ought to be equipped with two inner tubes.

Here is where improvements follow improvement. The two-tube idea could not be used satisfactorily in a high-pressure cord tyre, because with the tubes under fifty or sixty pounds of air pressure friction between them would be excessive. When one tube punctured, the sudden expansion of the other to fill the extra gap would be too much of a strain for rubber. The good tube might even force itself upon the nail that had punctured the first tube, thus resulting in a double puncture and a flat tyre.

The balloon changes the situation. Here the tubes would be under comparatively low air pressure so that friction between them would be minimized. In event of the puncture of one tube the good tube, being under comparatively low pressure, could expand to fill the gap without danger of bursting. Since the walls of the balloon tyre are so flexible no particular harm would be done to the tyre if the motorist drove on for the rest of the day relying upon the one tube even though its pressure might not be quite up to normal.

The plan calls for considerable experimentation, but it looms upon the automotive horizon as one of the coming things. With so slight a margin between a low-pressure balloon and a flat tyre, and so great an annoyance to the motorist when the margin is removed, it is logical that tyre experts should now turn their attention to the development of the two-tube or perhaps multi-tube tyre.

With the remarkable development of the clutch and the extreme flexibility of power plants, there are many

DODGE REPRESENTATIVE IN TOKYO.

CHATS ON MARKET SITUATION.

Mr. Frank B. Amos, a special representative of Dodge Brothers Motor Company, recently arrived in Japan from the United States last week. Mr. Amos was in Japan just before the earthquake last year on his way around the world.

"There is no doubt that business has been bad at home," said Mr. Amos in discussing the automotive situation in America "and the majority of motor car manufacturers have been running on greatly reduced schedules. Recently, however, with the rising prices of farm products, conditions have changed for the better, and there is every indication that buying will be brisk in the fall. The cause of the depression in automobile circles was largely due to overproduction last winter, when most makers forced their dealers to take too many cars, anticipating a heavy spring demand."

"The long discussed saturation point" is not far in the future now, and the older and more conservative makers are realizing that automobiles sold for replacement purpose will constitute the greater part of their output.

As far as Dodge Brothers are concerned, business is good. We are making nearly 900 cars a day, and are now the second largest manufacturers of motor car in the world, Ford being the first.

Mr. Amos will spend some time in Tokyo before proceeding to China.

suspect that one of the next big developments will be the elimination of the transmission for all normal driving. The car will be in high gear constantly, with the engine perfectly capable of starting off without extra gearing down and the clutch built to absorb all shock. There would, of course, be a special pedal or lever to operate a low gear in emergencies as when starting off on a very cold day before the engine has warmed up to its full output or when climbing mountains.

This development, however, is said to be scheduled to follow the development of the electric gearshift and to be adopted only if the latter proves unsatisfactory. Much interest centres on the development of the electric gearshift because many see in its great simplicity the development of the fourth speed idea in America. "Fourth speed" on this side of the water has never been popular because it has always been as much as the American public could do to handle three speeds. With the electric device, a fourth speed adds little to the complexities of car operation and much in the way of economy to the gas mileage.

ELECTRIC GEARSHIFT.

Opinions are divided as to the advantages of eliminating the transmission, and for that reason there are many to boost the electric gearshift as a means of retaining this time-honoured unit. It is contended that the more the transmission comes into play the less refinement is required in engine and clutch. Running in a constant "high" experience shows, requires great engine flexibility which can be obtained only by means of the best materials and workmanship, and often at the expense of great surplus of power.

The transmission has always served as a tremendous help to the engine and clutch. If it can be retained without annoyance to the motorist, the chances are that it will not depart as quickly as some people imagine.

Some of the biggest developments are going to be along the lines of "engine diet." For years the engine has been fed carelessly and it is only now that engineers are re-developing ways and means of feeding it clean air, moist air, air of proper temperature, filtered oil, waterless gasoline. In this, air, oil and gas cleaners will play an important part, and since this development produces smaller and more efficient engines the supercharger for extra power, when needed, is expected to make its appearance on modern cars.

The motor world is rapidly awakening to the fact that it is paying for a lot of power in idleness. It insists upon power because of the possible need for extra power in emergency. It is not yet aware that it is paying for a lot of power in idleness.

Armstrong Siddeley

— "FOUR 14." —

THE ALL BRITISH TOURING CAR.

FIRST COST—VERY MODERATE

RUNNING EXPENSES—Exceedingly low

PETROL CONSUMPTION—26-28 miles per Gallon.

YOU CANNOT BUY A BETTER CAR.

NEW MODEL ARRIVED.

Demonstration Invited.

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C. 4758—Car Hire Service for Hongkong.

C. 4759—For Motor Showroom.

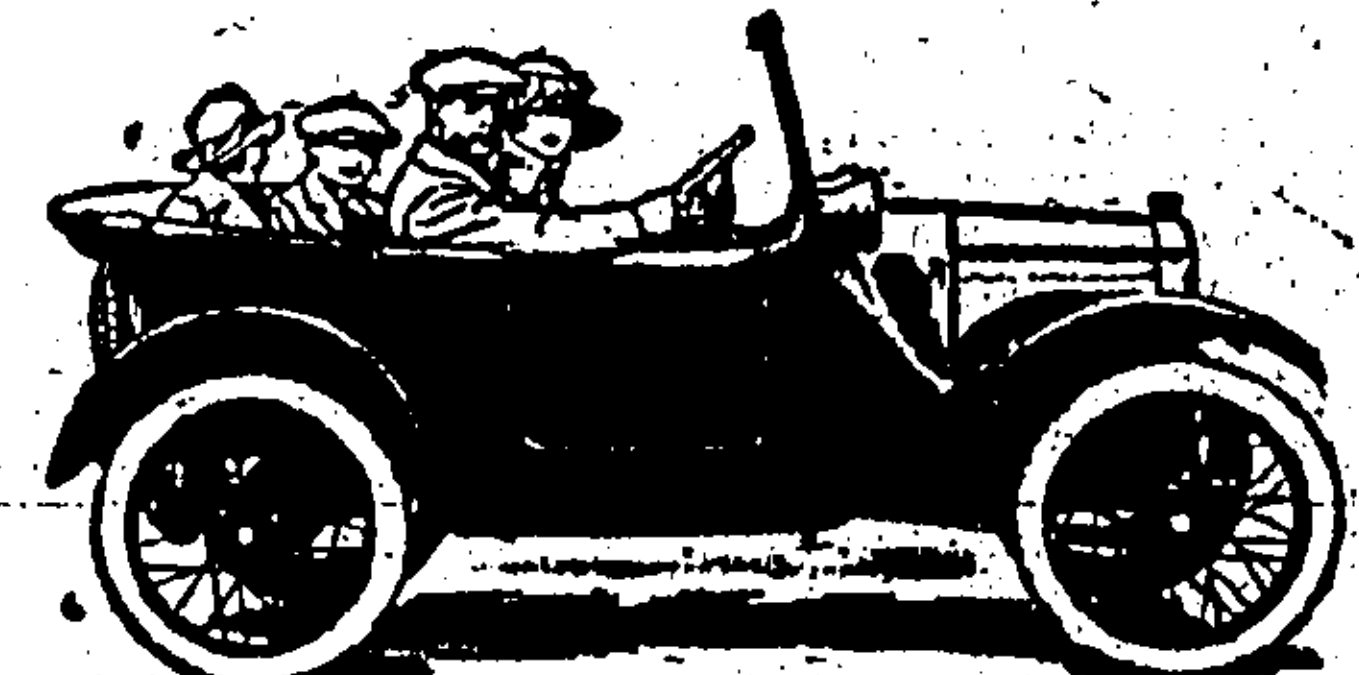
THE HONGKONG & SHANGHAI HOTELS, LTD.

Motoring at Tram-fare

The *Austin* Seven

Gives car comfort and protection at the price of a combination.

Running cost is under 3½ cents per mile or no more than tram-fare.



Seats two adults with children; has electric lighting and horn and complete all-weather equipment, spare wheel and tyre. The 4-cylinder engine is water-cooled, three speeds are provided and brakes fitted on all wheels. Chassis lubrication is by grease gun. Electrical starter.

Price Delivered Hongkong Ready for the road £185.0.0. Sports Model £195.0.0 Extra.

Ask for "Motoring at Tram-fare," depicting the car for shopping, business use, and week-end jaunts with the children.

Sole Agents:—

ALEX. ROSS & CO. (CHINA) LTD.

Tel. 27 or 2487. Bank of China Building, HONG KONG. Tel. 27 or 2487.

A FINE PRODUCT AND A FINE POLICY

There are no finer tyres than

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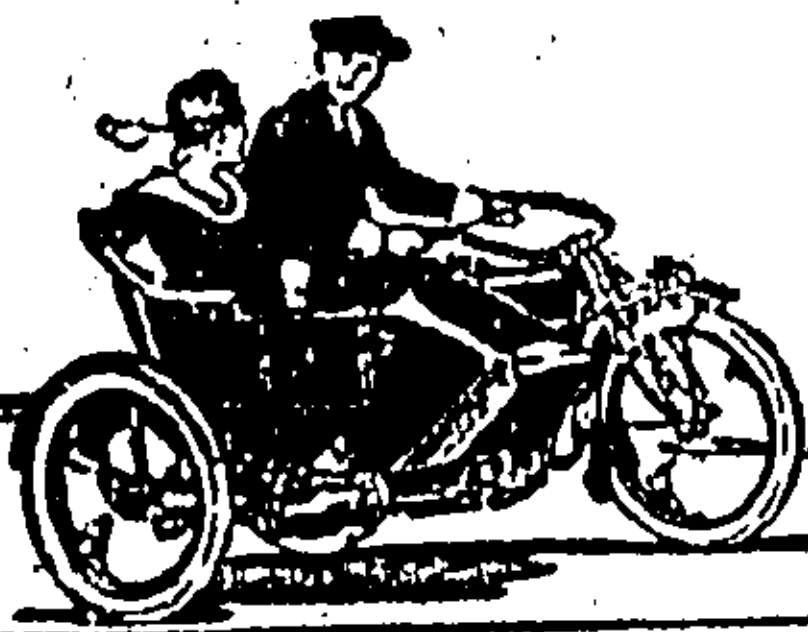
CORDS.

They stand as the supreme achievement in tyre construction, and set a new standard in tyre service.

Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

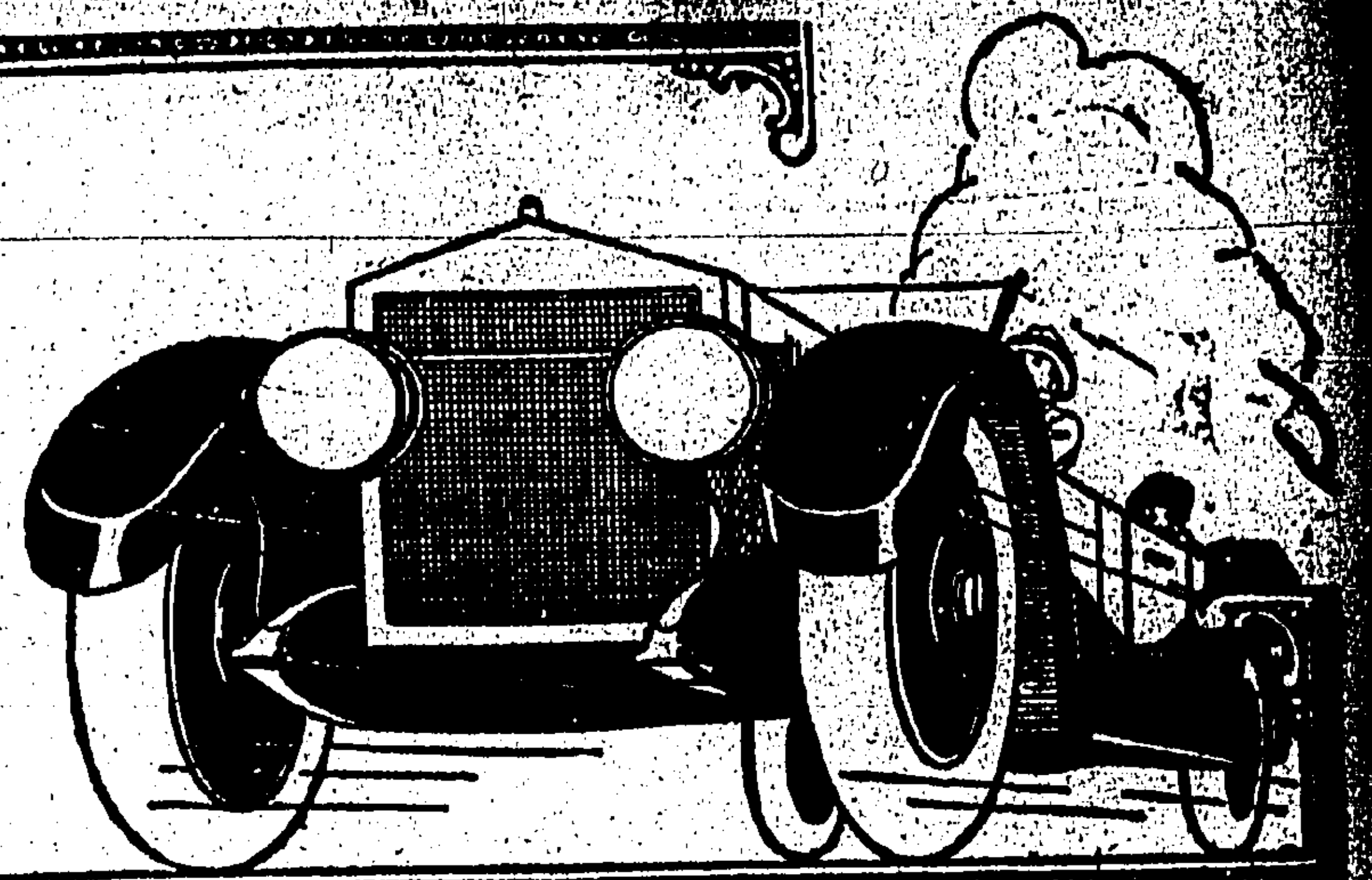
Obtainable from the Dunlop Co's own Branch, also from other branches of the "Tire Co." and from other branches of the "Tire Co." and from other branches of the "Tire Co."

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY the 13th. September, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The P.W.D. is certainly making a good job of the resurfacing of the Pokfulam Road. The work has now progressed as far as the Mount Davis Road corner, and it is to be hoped that it will not be long before the University is reached. The stretch of road between the University and Mount Davis Road is in really bad condition, the bumps, pot holes and ruts making travel along it not only uncomfortable but distinctly trying, especially for motor cyclists. Beyond the point mentioned above, and all the way to Aberdeen, the road is really good.

The new road to Repulse Bay, via Wong Nei Chong Gap, is already in bad condition, the heavy rain showers having found the weak spots. Deep ruts have made their appearance and the road will suffer very seriously, if it is allowed to be much used before it has been given attention. It might be advisable to declare the road closed and keep it closed until such time as the work is completed.

The reduction in the local price of petrol, announced by the Asiatic Petroleum Company on Wednesday and which came into force on Thursday, will not cause very much of a flutter in the hearts of local motorists, we think. A reduction of 50 cents on a case of eight Imperial gallons is scarcely enough to go wild about. In storing it, it amounts to about 134d. per gallon, whereas the reduction at Home last week was 34d. per gallon, so that Hongkong's fall is in nowise comparable to Home prices. To pay 50 cents less on eight gallons is, however, a step in the right direction (albeit a short step) and one ought to be thankful for small mercies.

The Dragon Motor Car Co., Ltd., has just received a shipment of the celebrated 2½ ton Federal Motor Trucks, complete with electric self starter and with electric head and tail lamps. These are, we believe, the only trucks in Hongkong to be equipped with self-starters and, in order to popularise this make of truck in Hongkong, where it is so suited to road requirements, the importers are selling this first shipment at the Gold dollar price, f.o.b. factory at Detroit, U.S.A. The Dragon Company is paying all other charges—a fact which should induce those on the look out for good mechanical transportation to buy right away. Federal motor trucks are known throughout the world, and the Federal Motor Truck Company has manufactured motor trucks exclusively since 1910, having turned out over \$75,000,000 (Gold) worth of trucks in that time. The detailed spot-plate of the 2½-ton model is exceedingly attractive and reveals careful engineering thought as well as sturdy construction.

Motor driving in Hongkong is often a trying experience and at times it proves a severe test on one's patience. The pedestrian problem here is always a bigger problem than the motoring problem and it seems almost hopeless to install any traffic sense into the vast majority of the Chinese. There's the very annoying type of clever native who, although he hears you tooting, pretends to take no notice but

who in reality is seeing how closely he can miss being knocked down. He doesn't want to be knocked down, but he just loves teasing a motor driver. Then there are the fools (and we use the word advisedly) who suddenly dash across the road without looking either way first. It is really incomprehensible how so few natives manage to get killed here. The scores who pass round the blind side of tramcars, or who walk in the roadway with their back to oncoming traffic are generally very lucky, but they have to thank the very high average driving capabilities of our local drivers. It is true that there are reckless drivers everywhere—men who go too fast, or who are careless—but the average motor car driver in Hongkong becomes very expert at his work and it is to that fact mainly we have to look for the comparative smallness in the number of street accidents. By all means let the authorities be strict with careless drivers, but let it be said in common fairness to our drivers generally, that they are as good as anywhere else.

In connection with the above, however, it does appear time that stricter traffic surveillance was arranged for on Garden Road, in the vicinity of the Tram Station and the Cathedral end of Battery Path. It is not an uncommon sight to see both private cars and taxis speeding down the hill with a criminal disregard to safety. Owing to the absence of footpaths, pedestrians have to use the roadway, and we are sure that practically every person who daily traverses the road from the Cathedral to the Tram Station has experienced the unpleasant sensation of a car sweeping past with only a few inches to spare. The chair traffic has also to be taken into account. Chair coolies are not to be expected to act with intelligent promptitude when they suddenly find a car recklessly rushing towards them, and from daily observation, we are convinced that it is only by the greatest "joss" that serious accidents have not been recorded so far. Without doubt there should be a limit set which would allow a car to be able to pull up in a space not greater than its own length. In many cases at present, this would be absolutely impossible. Motor cyclists also need watching at this particular spot.

In connection with the Reliability Trial for the Harley Davidson Cup, being held by the Motor Cycle Section of the Hongkong Automobile Association, it is announced that the first half of the competition will take place at 2 p.m. on Saturday, September 20th. Competitors must be ready to start from Kowloon Fire Brigade Station at 2 p.m. Speedometer and clocks may be carried. The competition will be as follows—The competitors will start from Kowloon Fire Station at 1 minute intervals and will be checked at mile 8½ from the starting point (open check). Two secret checks will be taken between the open check and Castle Peak. Competitors will be checked in and out at Castle Peak, and one secret check will be taken between Castle Peak and Home. Speed to average 20 miles per hour. There will be a compulsory stop at Castle Peak of one hour. Light refreshments and tea will be supplied at the Matched at

MORE DRIVING HINTS.

CURING "SQUEAKY" SPRINGS.

Riding comfort must be taken into consideration by those who motor frequently, and it repays to look to adjustment of every part of the chassis which tends to give greater roadability to your automobile.

Many make the error of under inflation of tyres. This leads to the hard steering complaint. Others do not appreciate the function of the springs. Few know how to properly condition them.

If you have not the assistance or advice of a first-class mechanic do not blame every squeak in your car onto the springs. A very common error on the part of service stations as well as most owners is that when the car develops a few squeaks one of the first moves is to deluge the springs with oil. In the case of a car that has properly designed springs, this is a grave error.

In the first place, most springs were not designed to run in an oil bath and when they are sprayed with oil the result will be noticed by the drive as a continuous bobbing up and down of the car when driving over rolling roads or when striking a bump.

It has been our experience that squeaks in the springs, and by this we do not mean squeaks that are imagined to be in the springs but are somewhere else, can be cured by squirting oil on the side of the spring shackles on both ends of the springs once a week. It will be found that sufficient lubricant will work its way down the springs from the shackles to provide all of the lubrication necessary. If this little hint is followed out it will result in a much better riding car.

Should you drive in a hilly district for the first time do not wear out your brake linings going downhill. Many people do not know that the correct way to go down long steep grades is to use second gear, and be sure and leave the motor running. If the ignition is shut off as some persons have suggested, the result is liable to be a blown off muffler.

This prevents wearing out of the brake bands uselessly, cools the motor off on the way down and is the safest way to proceed. Do not be ashamed to use second gear. Some other car may go by at high speed in high gear, but the driver may not know what he is doing. Many accidents are caused by cars obtaining too high speed on down grades. They are unable to stop with the brakes alone when one of the many turns on all hill roads is reached.

Who knows but you might help pick up what is left of the automobile that passed you a few minutes before at the rapid speed on a down grade?

The best way to clean the glass on your automobile is to dip a clean cloth in gasoline and lightly rub over surface. Then use a dry cloth.

Castle Peak, where swimming may be indulged in. All machines must be checked back at the starting point on or before 6.45 p.m. Any member who has not yet entered may do so at the starting post up to start of the first machine, when all entries close. Any further entries may also be sent to Mr. J. Smith, the Chairman of the Motor Cycle Section, of the Hongkong Automobile Association.

THE A. A.

A WONDERFUL GROWTH.

Of all the institutions connected with motoring, there is not one of greater utility than the Automobile Association, which, on the 4th June last, passed the 200,000 member, through its books, thus adding another, to its long list of record achievements. When one comes to consider that its genesis was the fortuitous experiment of a cyclist patrol, established between London and Brighton, in the summer of 1905, to warn motorists against police traps, which in those days were very numerous, and highly irritating, and to think that from this little beginning, such an enormous Association now exists, only confirms the adage that, from small beginnings, greater ones expand, when doing public service.

It was on September 8, 1905, that a salaried secretary, with one clerk, and an office of one room, commenced the work of the Association. This secretary was Major (then Mr.) Stenson Cooke, who has retained that capacity ever since, and to whose indefatigable efforts, all the success attained is primarily due. Within a few months (seven, to particularise), of its formation, the A.A. had no less than 600 members, and these continued to augment, so that besides the Brighton Road, other main roads were equipped with patrols.

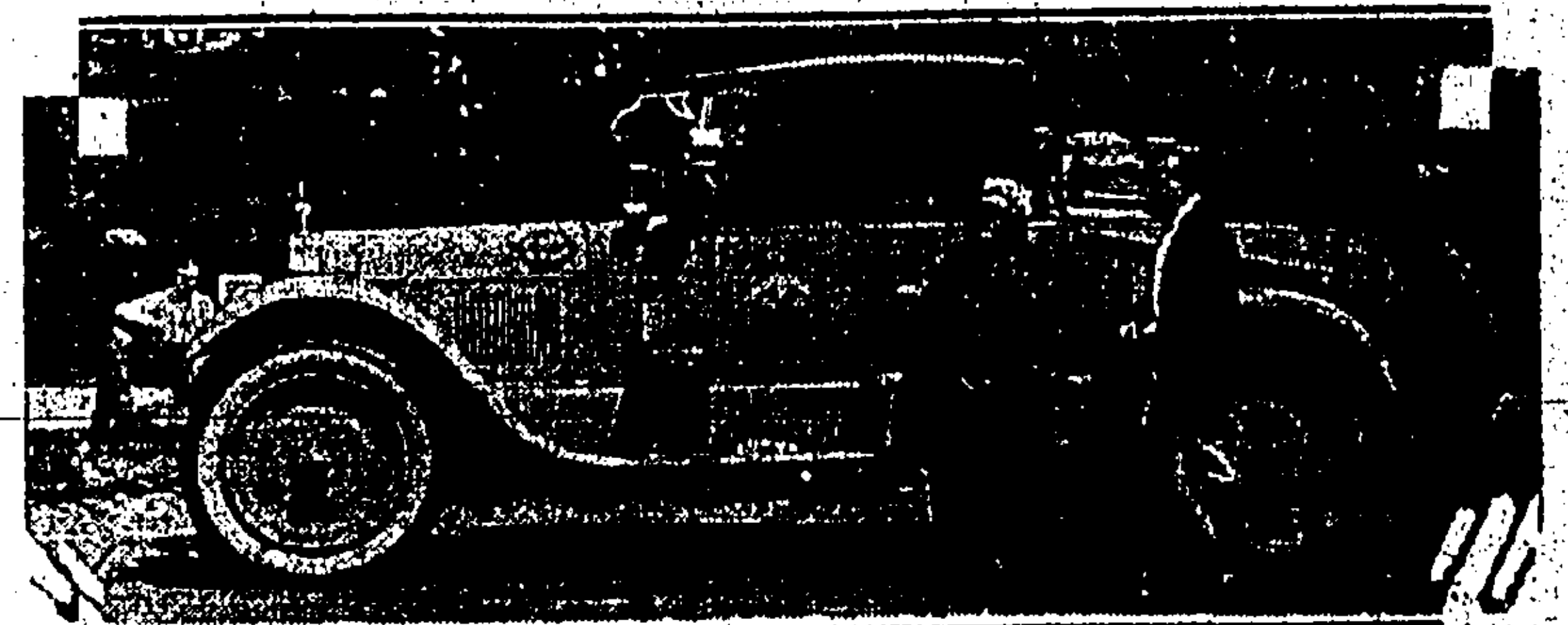
The growth of the Association may be best grasped, by citing the yearly increasing membership:—In April, 1907, the number was 2,866; in April, 1908, 6,067; in April, 1909, 9,302; in December of the same year, 13,600; in December, 1910, 19,513. In January, 1911, the amalgamation with the Motor Union of Great Britain and Ireland, added over 8,000 to the swelling list, and by July, 1912, the membership had reached 45,000. The total for July, 1913, was 65,000 and upon the outbreak of the war the membership was 83,000.

The following five years of war, brought about a steadily declining membership, until on Armistice Day, the total had reduced to 30,000. When the wartime restrictions were cancelled, the membership rose by leaps and bounds, and on the first anniversary of Armistice Day (1919), the total was 87,246. In February, 1920, the 100,000 mark was

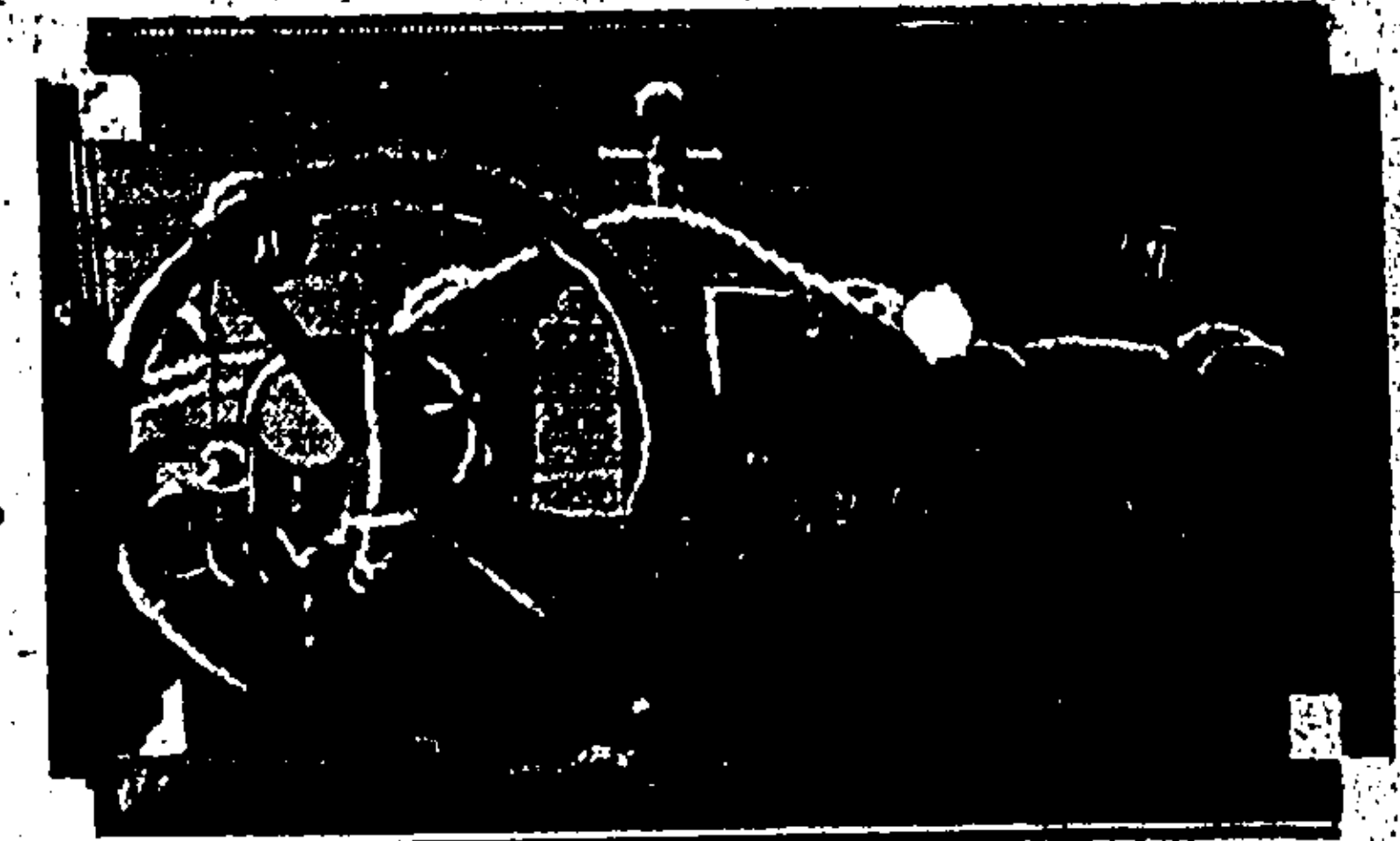
reached, and during the following year, it mounted up to 160,000. Then although the period 1921-1922 witnessed extremely difficult conditions, so far as motoring was concerned, yet 29,833 new members joined, while the succeeding twelve months, when commercial and general conditions improved, brought up

CELEBRATED AMERICAN TOURIST.

At Work for Automobile Association.



The above picture shows Mrs. Stella Leviston and Dan J. Nee alongside "Wayfarer IV." At right, dashboard of "Wayfarer IV," showing the numerous controls.



Mrs. Stella Leviston is the leading tourist of America. She is called the "Touring Mother of America," and her special work is to travel for the American Automobile Association, making reports on new roads and general travel conditions. Her companion is Mr. D. J. Nee, the driver of the special car "Wayfarer IV," which is said to be America's best-

equipped auto. This is what it carries:

Grade and altitude meters, gas, oil and water gauges, thermometer, barometer, two cigar light controls, graduated dimmer, memorandum pad, oil pump, three buttons to control oiling of chassis, sun shield, two automatic windshield cleaners, two coloured glass glare protectors, four ventilators, fan, 20 different lights,

winch and rope for emergencies, caterpillar sand belt for rear wheels, four-wheel brakes, emergency oil and water containers, map-making machine.

To chart a new road, Dan J. Nee, the driver, merely presses a series of buttons on the map-maker to register "right turn," "left turn," "garage," "bad road," etc., on a tape. From this an accurate map of the road is made.

Here's your new PONTOP



THINK how it will remove the used look and restore the beauty of your car! You wouldn't have the old top back on for ten times the cost of this new one.

We are top specialists. We give you skilled work and guaranteed



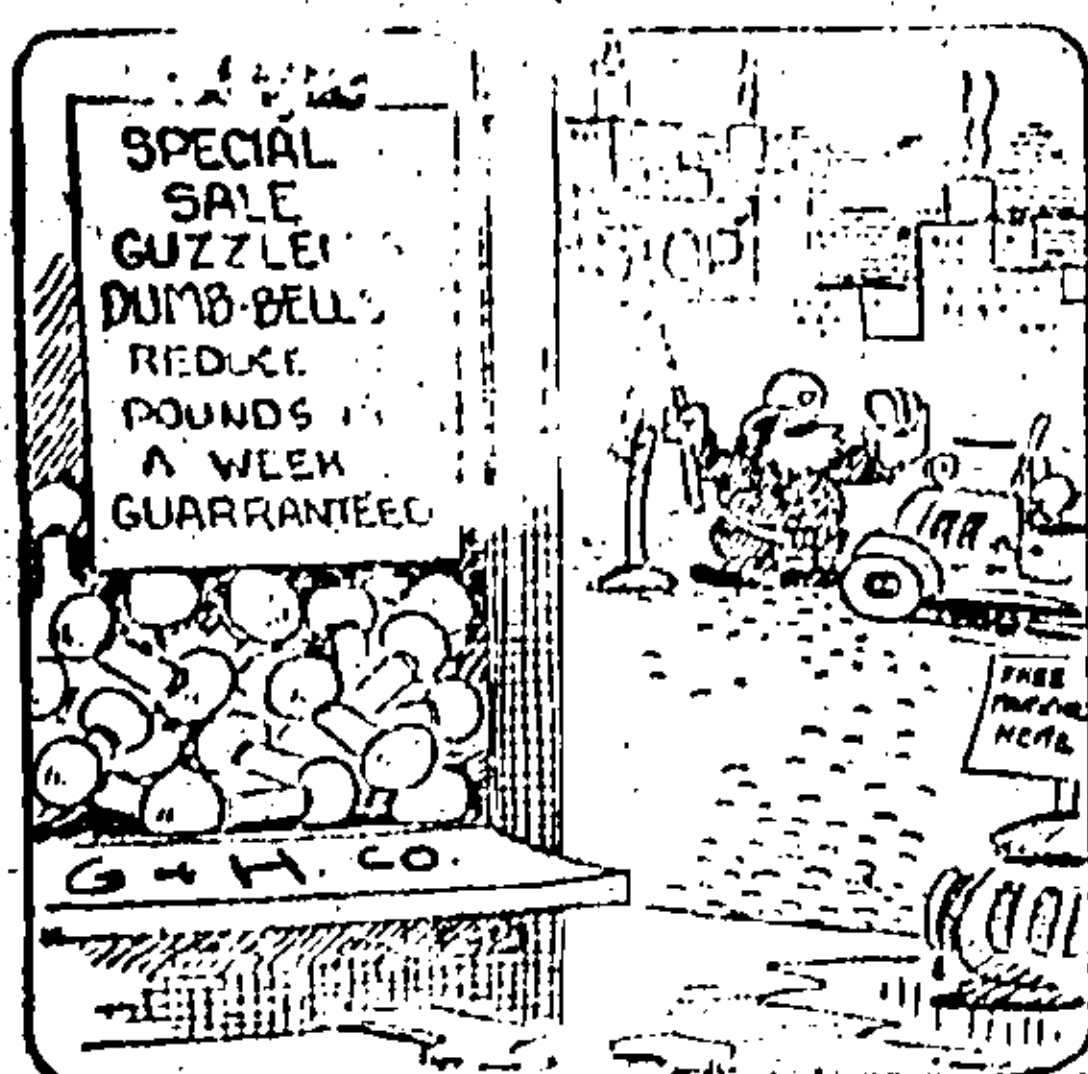
You'll find our prices moderate for tops that are tailored with taste out of the best material made.

The Dragon Motor Co., Ltd.

25, Wong Nei Chong Road, HONG KONG

A PAGE FOR THE KIDDIES.

SALESMAN SAM



Dumb-Bell No. 2



BY SWAN

UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.

Weight
In Case
5 1/2 lbs.



Minimum
Weight.
Maximum
Service.

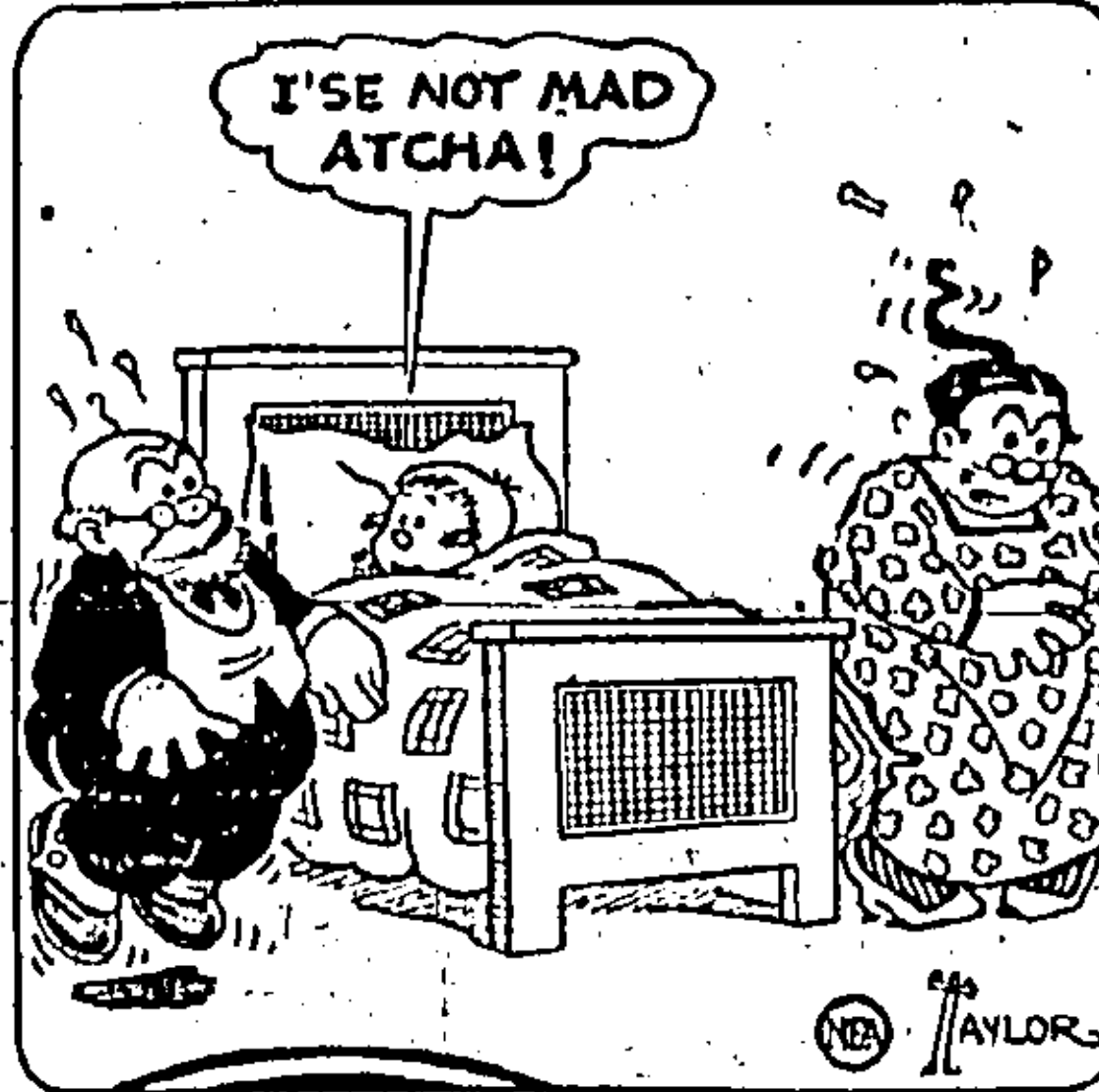
PORTABLE MODEL

Sole Agents
DODWELL & CO., LTD
Queen's Bldg. Phone. C. 1030.

MOM'N POP



Sufficient Reason



By Taylor

FUNNY STORIES.

WALKED INTO IT.

George (endeavouring to find a safe topic of conversation): "I say, Mabel, how does the idea of Protection appeal to you?"
Mabel (shyly): "Oh, George!"

TEMPERATE.

Grimsby: "So you want to marry my daughter, sir? What are your principles? Are you temperate?"

Fledgely: "Temperate! Why, I am so strict that it gives me pain even to find my boots tight."

THE ALTERNATIVES.

Housewife: "Fancy a big, strapping fellow like you asking for money. You should be ashamed of yourself!"

Tramp: "I am, madam. But once I got twelve months for taking it without asking."

CHARACTERISTIC REPLIES.

"How are you?" is a very common question. These are some very likely replies:
"Corking," said the bottle.
"Rotten," said the apple.
"Fine," said the magistrate.
"Grand," said the piano.
"Keen," said the knife.
"Ripping," said the scissors.
"Well," said the water.
"All done up," said the dress.

HIS MONEY'S WORTH.

An American tourist, on paying his bill at a London restaurant recently, was told that the sum put down did not include the waiter.

"Waal," he roared, "I didn't eat any waiter, did I?"

SECRETS.

Poetess: "That poem I sent you, Mr. Editor, contains the deepest secrets of my soul."

Editor: "I know it, madam, and no one shall ever find them out through me."

TOO CRUEL.

The young married woman went home to her mother and sobbingly declared she just couldn't be happy with her husband again.

"I wouldn't have minded it so much, mother," she wailed, "if Charlie had answered me back when I scolded him, but-but he did something worse."

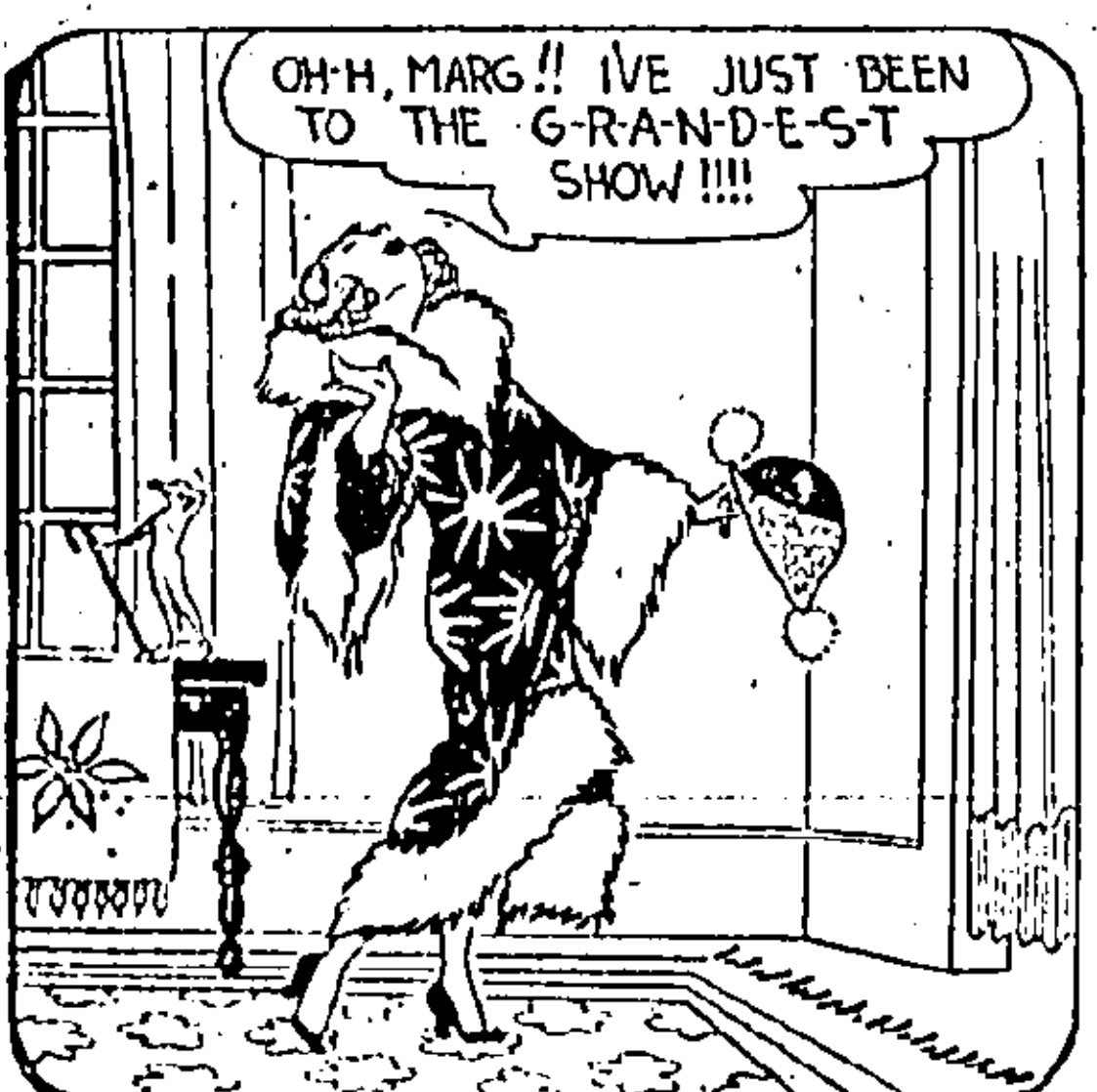
Her mother was duly shocked at this.

"Mercy, my dear child," she exclaimed. "He struck you, then?"

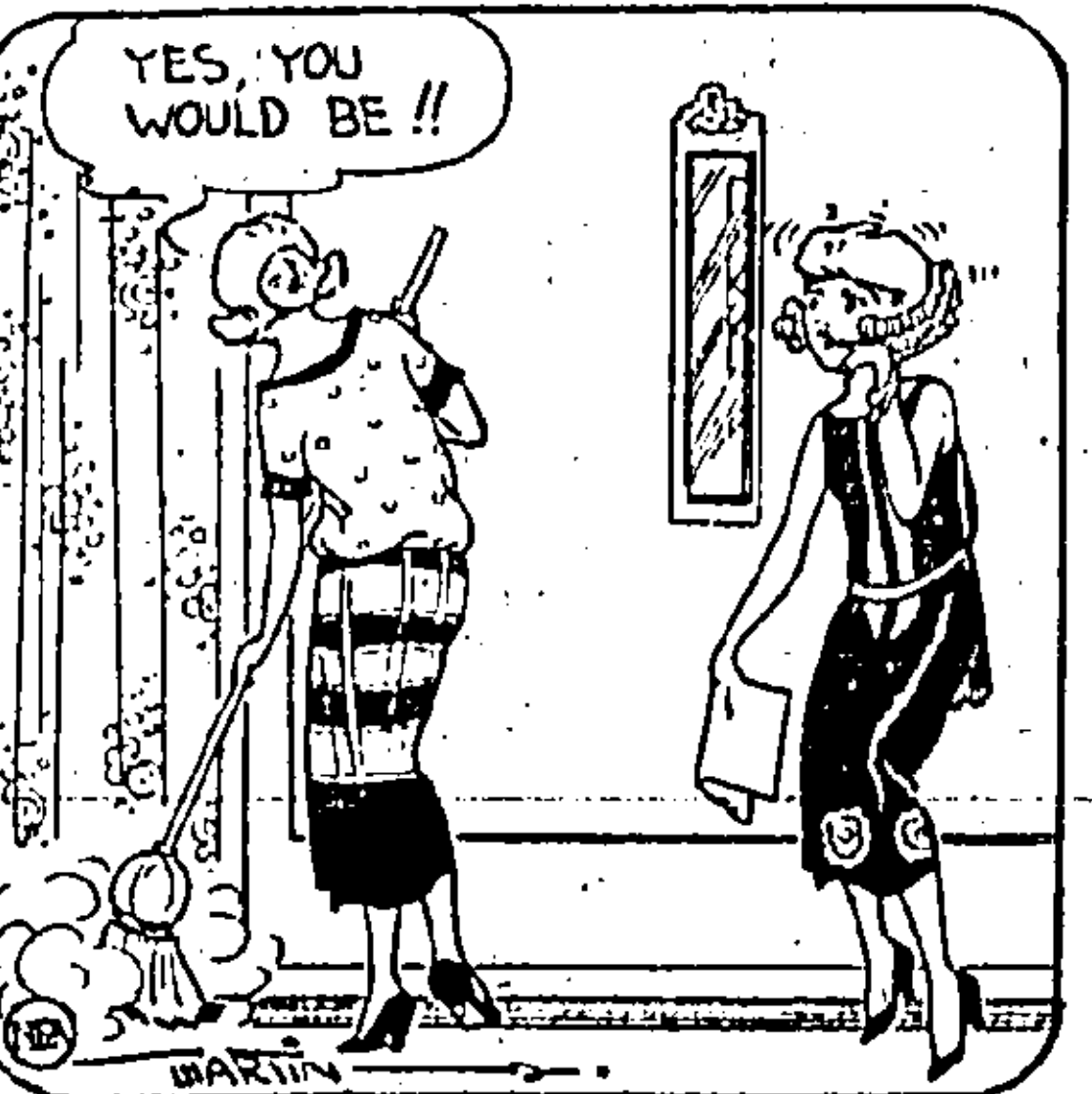
"No, worse than that, mother," - and the young wife sobbed afresh.

"Tell me at once," indignantly demanded her mother. "He-he just yawned."

BOOTS AND HER BUDDIS

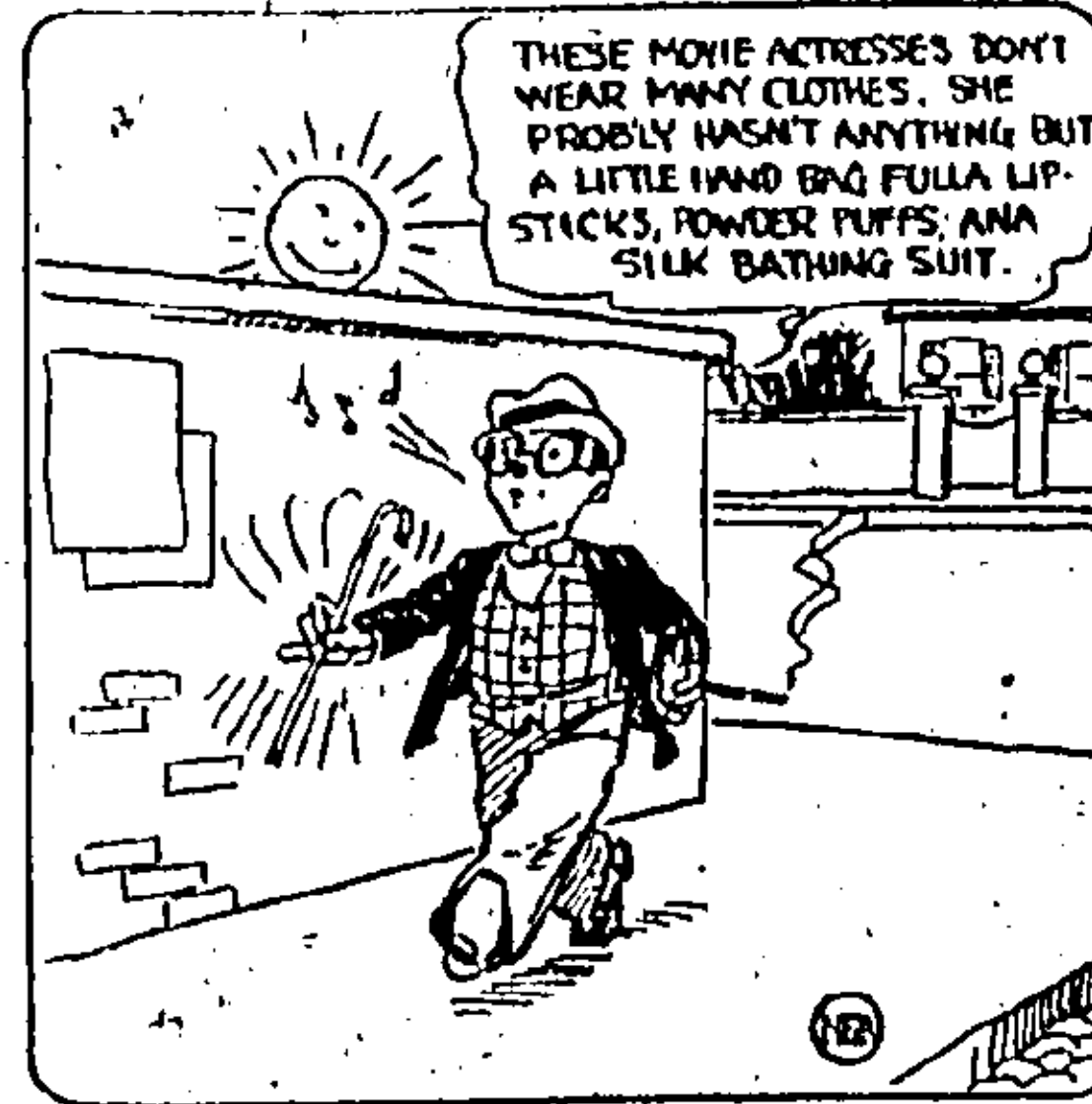
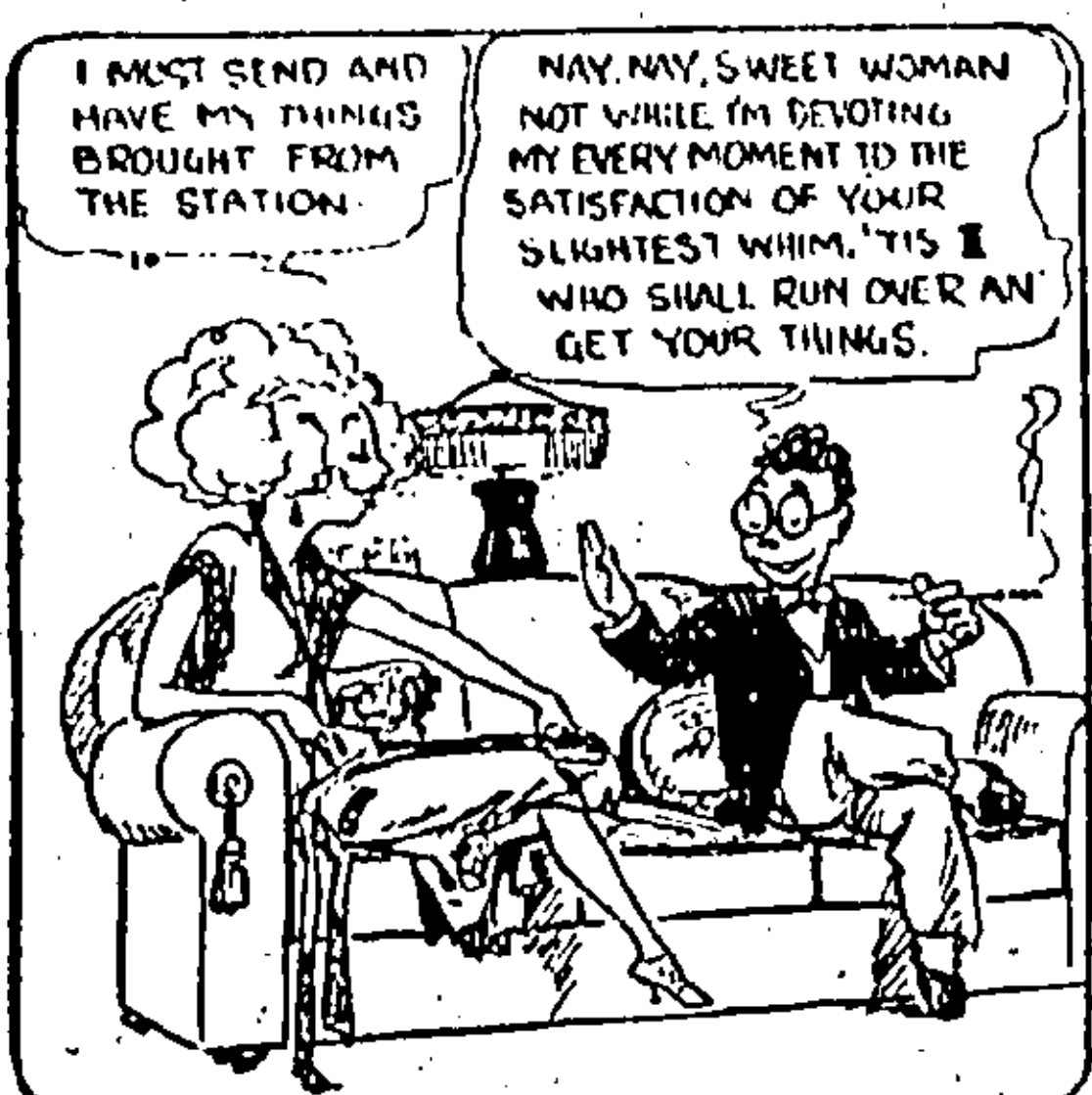


A Matter of Opinion



By Martin

WASHINGTON TUBBS, II



By Crane

FRECKLES AND HIS FRIENDS

A Compliment to Mom?

BY BLOSSER



LOOK AT
"THIS WEEK'S RECIPE"
WHICH IS
GIVEN BELOW

WOMEN'S INTERESTS

IT'S
BEST MADE WITH
NESTLES
REAL CREAM

OUR SHAM JEWELS.

Are we going to discard our "choker" pigeon-egg pearls at last?

There are now choker necklets of large imitation gold and silver beads, and a string of smallish silver-coloured beads is the vogue. Another new necklet is a close-fitting one of red glass beads, as large and as soft-looking as a ripe cherry.

Coloured bangles of clear glass are newer than the spun glass ones, and there are glass rings to match, those in black glass looking very pretty on a slender white hand.

LACE GOWN.



This costume is carried out entirely in beige colour. Very wide banding is employed to form the bodice and the panels in the skirt and the undergarment. A novel feature is the giraffe tied on over the hips, which is made of pleated chiffon. Frequently these lace gowns are made in the form of tunics so that they may be worn over different coloured slips.

As many as 30 or 40 narrow glass bracelets are seen on one arm these days, and despite their general popularity they continue to be very much worn by the most discriminating dressers.

EVENING NECKLINES OFFER VARIETY.



The deep U-neck is on a lovely printed chiffon that is most youthful. The cross-over bodice is a new way to achieve the so becoming V-line for evening and, to the right, a frock of black crepe heralds the return of the quaint square neck. The frock by the door is interesting also for the little bodice.

INCURABLE HEROICS.

Many of us begin life with heroics. To reach man's or woman's estate is in itself exciting. At that point we feel that anything may happen now. The thrill in the young heart is comparable to the throb of anticipation which accompanies the rise of the curtain on a play.

That is all right to begin with. But a very few years of living ought to teach us not to regard our lives as plays in which we are cast for the name-part. Even a clever play is unlikely, because it does not show, though it may subtly suggest, those long stretches of the commonplace, pleasant or otherwise, with which all normal persons are familiar.

Yet we all know people who never give up their poses and pretences. Because they cannot be relied upon to take anything on earth quietly and naturally, we dread touch with them—the more so, unfortunately, if we love or have ever loved them. People who dramatise their own lives become increasingly unreal. Passing from one experience to another, always with an eye in effect, they parade and squander emotion; they store up for themselves neither strength nor peace.

Women who take themselves theatrically always believe that they have it in their power either to make or break the men whom they attract. The last thing they realise is the infinite capacity of man to love, and pass on. Their conversation is full of clichés. "his better self" "finds me an inspiration," "may wreck his life." They go through life unseeing, unlearning, making puppets of themselves and others.

What can we do with our friends who will not shed their heroics as middle life, which of all phases must be sincere if it is to be valuable, approaches? Apparently, we must bear with them, trying, if we can, to introduce a little simplicity into their highly-coloured scheme of things. But we cannot do much. Our efforts are impeded by the thought that really there is nothing of our original friends left.

CRYSTAL FASHIONS.

Crystals are quite the thing to wear nowadays, although they absolutely exclude the use of diamonds at the same time. The latest thing is a string of large crystal beads to be worn close about the throat. These are beautifully clear, and have many facets and show a faint tinge of purple in their clear depths. They are, actually, pale amethysts.

For wear on a long thin cord about the neck, there are crystal glass plaques with intaglio figures. To accompany either the real crystal or the glass, there are crystal bracelets which are either smoothly rounded or faceted so that they catch the light in a charming way.



This model three-piece frock is made of white basket weave cloth embroidered in a poppy design of contrasting colours. The cape is made of the finest rubber, in a swirling effect of many colours. It is designed for use on the beach and a head-dress to match comes with it.

USE A LITTLE GLYCERINE.

Glycerine is so useful for many household purposes that a small quantity should always be at hand for emergencies.

For removing stains from table linen, or from delicate-coloured and fragile materials such as nylon and georgette, it is unequalled, as it may be used without fear of injuring the fabric. The glycerine should be dripped on to the stain from a clean sponge, and after it has been allowed a minute or two to soak in, the mark should be rinsed in clear water. Do not rub. With an obstinate or old-standing stain it may be necessary to use warm glycerine. It should be made warm by pouring a little into a cup, and then standing the cup in hot water.

Leather shoes that are to be put away may be kept soft and uncracked by a protective application of glycerine. It should be applied with a duster.

PARIS NOVELTIES.

Flowers in their natural colours are coming into high favour as a trimming for summer hats. The latest thing in the way of a finishing touch is to wear a camellia, either a white or a red one, on the left lapel of your coat.

We have had flaring sunblinds to gloves this many a day. Now we have gloves with cuffs which turn straight down over the hands like narrow bands. Paris shows nothing better than brown doeskin gloves, hand-sewn with heavy black silk floss in large stitches. The conventional three stripes on the back of the hand are merely indicated, also by means of hand stitching.

A fan of white eagle's feathers is among the smartest models now being shown. The feathers are made in length from one end of the fan to the other, and are set

THIS WEEK'S RECIPE.

RASPBERRY CREAM.

Required: 1 pint of raspberries, 3 ozs. of caster sugar, 3/4 oz. of gelatine, 1/2 pint of cream, 1 tablespoonful of lemon juice, 1/2 gill of water, cochineal.

Rub the fruit through a sieve. Dissolve the gelatine in the water, add the lemon juice, and strain into the raspberry puree. Add the sugar. Whip the cream, and stir lightly to the mixture, add a few drops of cochineal if necessary. Put the mixture into a mould rinsed out in cold water, and leave until set. Turn out on to a glass dish, and decorate with a few whole raspberries.

LEATHER MILLINERY.

The vogue for black and white extends even to our hats. One of the smart hatshops is displaying a little hat made of four sections of black and white kid, alternating with a black kid visor turned up from the face to rest against the crown of the hat. This may be worn with a veil of white hexagonal mesh edged with square appliques of white felt. One could complete a charming ensemble by finishing off with white gloves embroidered with black stitchery, and with one of the envelope-shaped purses in black leather with a white kid strap, the buckle of which is a silver monogram.

SOMETHING NEW.



THE DINNER PARTY.

Personal supervision of the table appointments and decorations gives that individual touch a tasteful hostess can accomplish so effectively.

Dainty touches added in such respects as fresh petals floating in the finger bowls, and novelties in the form of menu holders, complete with neatly written menus.

Silent, attentive and smooth service is another care. There are no waits between the courses, and everything comes to the table really hot. Rather than a number of courses, the hostess devises a few specially choice ones.

The selection of the guests is the most important matter. The invitations are issued with thoughtful regard for the individual tastes and interests of the guests.

The clever hostess is ready to propose dancing or cards for her guests amusement afterwards, but discreetly does not insist upon either if she diagnoses that they would prefer to continue their dinner table discussions.

BATHING "JEWELLERY."

The latest thing for the seaside is the bathing "jewellery" which Paris has invented for the adornment of fair swimmers. It is made of rubber, and it floats. Thus we have strings of hollow rubber beads to encircle the neck of the bathing beauty and bangle bracelets of hollow rubber and little medallion-shaped pendants of rubber. The "jewels" are presented in the brightest of reds, greens, blues, oranges and purples that the rubber manufacturer can produce and these match the joyous tints of fashionable rubber bathing caps.

NOTES FROM PARIS.

It is very smart to wear a number of strands of artificial pearls of different colours, white, black and gunmetal being the favoured varieties.

As many as 20 bracelets of fine platinum wire or coloured glass are seen on one arm of the smart woman.

White satin wraps for evening are banded with white fox and lined with white chiffon.

Handkerchiefs of crepe de chine printed with very bizarre designs in crude colours are made in every size from the tiny square that may be put inside the glove to the large model that may be used for a scarf if necessary.

Brilliantly coloured hats with shiny fruit are very much liked to smarten black or dark blue hats.

The latest report from Paris is that women are abandoning all make-up except brilliant rouge for the lips.

The very large droopy, floppy hat is very smart in Paris as well as in New York and is usually worn with the very short frock.

Lace lingerie is the latest whim of Paris. Petticoats, slips and slippers are made of the most cobwebby nets, that are scarcely more substantial than tulle.

Organdie and taffeta, particularly in the pasted shades, are combined very effectively this season. Pleated sections and aprons are of the organdie and the under tunic is of taffeta.

Very attractive scarfs are of brilliant colours with hand-painted designs. The newest bands for watches are also hand-painted.

If you don't wear red, you are fashionable these days.

TO-DAY'S BEAUTY HINT.

In these days of sleeveless frocks it is very important to have pretty elbows. To attain these, the first necessity is to follow the old nursery rule of not putting them on the table, or leaning on them in any other way. When this is habitually done they are bound to become coarse-skinned and pointed. To remedy this, it is a good plan to cut off the tops of an old pair of long gloves, and to wear them at night, after having well massaged the elbows with a nourishing cold cream.

WIDE GIRLDE.



This model is of plaid silk with shades of blue and gold over a background of cream, and bound with plain cream. It also has an insert of the cream in the girde. Around the collar it is bound with the darkest tone of blue that is found in the plaid. In its simplicity lies its unusual style.

Scallops, sometimes in contrasting colours, or lined with some very vivid tone, are a novel trimming for the straightline frocks.

BEACH GLASSES.



This eyeshade has appeared at eastern seashores. It is of celluloid and features an extra wide strap.

RADIO NOTES AND NEWS.

Low-Loss Coupler for Regenerative Reception.

The most efficient coil for radio reception, one that involves as little loss as possible, is a winding of wire on an "air core."

This leaves the coil itself supported by nothing except through its own rigidity as wire.

The reason for this is that air is the most efficient dielectric or non-conductor obtainable. Hard rubber, vulcanite, celonite or any other form of cylinder for holding the coil steals some of the received radio waves from the coil and thus causes a loss in reception.

Therefore, the aim in constructing a perfect receiver lies in seeking air core tuners, involving as little loss as possible.

The basket-wound coil, the spiderweb and varieties of these are examples of low-loss coils. They consist of wire wound in and out of pegs formed in a circle, leaving not only an air core in the center, but air pockets or spaces between the windings.

These coils need special care for proper construction, for they must be able to remain firm and retain their original shape throughout operation of the receiver. Where the coils are movable, this difficulty has discouraged some radio fans from their use.

In their stead, therefore, although not so efficient, is the combination primary, secondary and tickler coils—an untuned variocoupler—which must suffer slightly more loss than the complete air-core coil.

Only the primary of this coupler is practically of the air-core variety. Yet it is much more efficient than winding with primary and secondary close upon each other, on a dielectric base or cylinder.

This coupler is made from an ordinary 180-degree variocoupler. The secondary winding, or rotor, remains as made, and becomes the tickler in this instance.

The stator winding is removed and in its place should be wound 42 turns of 20 S. C. C. wire. Number 18 wire might be even better, the heavier the wire the less the loss. The ends of this winding may be kept in place by

a touch of sealing wax at each end.

Around the middle of this winding, place a piece of thin flexible cardboard, three-fourths of an inch wide and just long enough for the ends to meet around the coil. A strip of adhesive tape over the joined ends would secure the cardboard.

Now cut eight small blocks of hard wood, three-fourths of an inch long by three-eighths high by three-sixteenths thick. These may be stuck to the cardboard at equal distances around the coil, with a touch of collodion.

On these blocks and around the secondary goes the primary winding, consisting of 10 turns of the same wire used for the secondary. Care should be taken that the winding is tight, so that it will not come loose from the blocks. The ends may be secured to the blocks by pieces of tape, or by sealing wax.

Shunt the secondary of this coupler with a variable condenser of .0005 mfd capacity, and the coupler is ready for tuning in any broadcasting wavelength.

It is an efficient coupler where untuned double-circuit reception is required. The accompanying hook-up is an example of the way in which this coupler may be used.

JAPANESE WIRELESS OPERATORS.

A larger number of wireless operators on board ships are awaiting with impatience the establishment of "broadcasting stations. They will quit their seafaring life in favour of positions with firms to be established in this new line, or establish themselves in business in radio apparatus from which they hope for fat commissions. The Kobe Shinbun fears that the shipping companies will have great difficulty in maintaining the wireless service, which is very inefficient even now. We learn from the same source that a plan is afoot among the wireless operators at sea and ashore to organize a union and establish a mutual benefit fund.

PICTURES BY RADIO.

Apparatus on Market.

Transmission of pictures by radio, long the subject of world-wide discussion and experiment, is at last ready for practical use, says a Washington message.

Initial installations are now being made and soon the whole United States, as well as other countries, is expected to be covered with a net-work of radio photo transmitting and receiving apparatus.

A company has already been formed here for the purpose. It establishes and operates transmitting equipment, manufactures and leases receiving apparatus, and is continuing research work for perfection of the machinery. Basic patents have been issued and others have been applied for.

Behind this tremendous advance in the history of wireless is C. Francis Jenkins, the inventor, who is as famous in the motion picture field as he is in the radio field. He has the distinction of being accredited the inventor of the first motion picture projector.



C. FRANCIS JENKINS, HOLDING THE PRISMATIC RING WHICH HAS ENABLED HIM TO PERFECT APPARATUS FOR TRANSMITTING PHOTOS BY RADIO.

For the last few years it has been known that Jenkins had been working on a method of sending pictures by radio. Others, too, have been busy with the same idea, but Jenkins' machine is unique.

The basis of the apparatus is a prismatic ring, or disc, a new optical shape in glass, which Jenkins himself designed and can make only by the use of special apparatus. In the sending apparatus, four prismatic rings are combined, revolving across a light beam directed through a photo negative. These rings slice the rays into strips and convert the light values into electrical values.

The electrical values are then sent out into space on radio carrier waves, just as sound is transmitted. At the receiving end, these electrical waves are caught, converted into light and recorded on a photo negative.

Thus one broadcasting station can transmit a photograph to as many points as have the required receiving apparatus, powerful enough to detect the wave of the broadcaster. In this, the photo broadcasting is similar to sound broadcasting, the distance of transmission being dependent on the power of the station and strength of the receiving set.

Jenkins expects to go even further. He forecasts the coming of radio vision and radio movies within a few years. In his laboratory here, five youths are helping him perfect these wonders. Combined with audio, Jenkins sees the next generation listening and seeing plays and events enacted far away.

For the present, the Jenkins installation for broadcasting pictures by radio includes the transmission of messages, contracts and newspaper copy by this method. Jenkins has been able to flash 100 words a minute in this way. He predicts 1000 words a minute within a short time.

NEW LOUD SPEAKER.

A new radio loud-speaker of French origin is claimed to reproduce speech and music without distortion, giving quite unusual distinctness. In place of the steel membrane vibrating before an electrically controlled permanent magnet, the new instrument has a little vibrating cone, which is contained in a fine conical air-cap in a very strong closed electro-magnetic direct-current field. The cone, weighing only twelve grains, has a surface of about five square inches. It is made of very fine silk, and its surface is closely wound with fine aluminum wire, through which passes the electric current, reproducing the sound. The cone is in the direct-current field of the magnet and the alternating-current field set up in the cone causes vibrations agreeing perfectly with the telephone current in frequency.

JOINING METAL AND GLASS.

The sealing-in of electrical leads in glass has generally been accomplished by using a metal which has a co-efficient of thermal expansion approximately the same as that of the glass thus platinum and iron wires are used for sealing into glass. But the problem of joining comparatively large surfaces of glass and metal together so as to make a vacuum-tight joint has been much more difficult.

Recently a good deal of success has been attained in this direction by first of all silvering the glass, by chemical silvering in the usual way, and then copper-plating on to the silvering, by means of the electrolytic bath, so as to get a fair thickness of copper, and finally soldering the metal on to the copper. Large size wireless transmitting valves, with metal envelopes forming the anode, and water-cooled from outside, have been made in this way.

A new method has, however, been developed which seems to be even simpler. The metal to be coated to the glass as a foundation is "captured" by electricity and "fired" out of a "gun" in the form of a fine spray. When applied to glass, the metal actually penetrates the superficial layers of the glass and gradually forms a very adherent coating. There is no need to build this up by electrolysis, as the layer can be put on sufficiently thick by means of the blast, and soldering can be effected directly to the deposit thus formed. The same process has been successfully adapted to the "soldering" of aluminum to other metals, a layer of copper or other easily soldered metal being first deposited upon the aluminum by means of the blast, after which the soldering becomes a straightforward matter. This new process of metal deposition has a great variety of applications outside wireless, and seems to be a very important discovery.

YOUTHFUL MOTORISTS.

Recording a verdict of accidental death at the inquest at Twickenham, the other day, on Andrew Quenby, 79, who was knocked down by a boy riding a motor cycle, the coroner, Mr. Kemp, said it was "open to question whether young Quenby should be liable for his driving license. He thought the boy in this case deserved a certain amount of censure."



QUALITY, STYLE

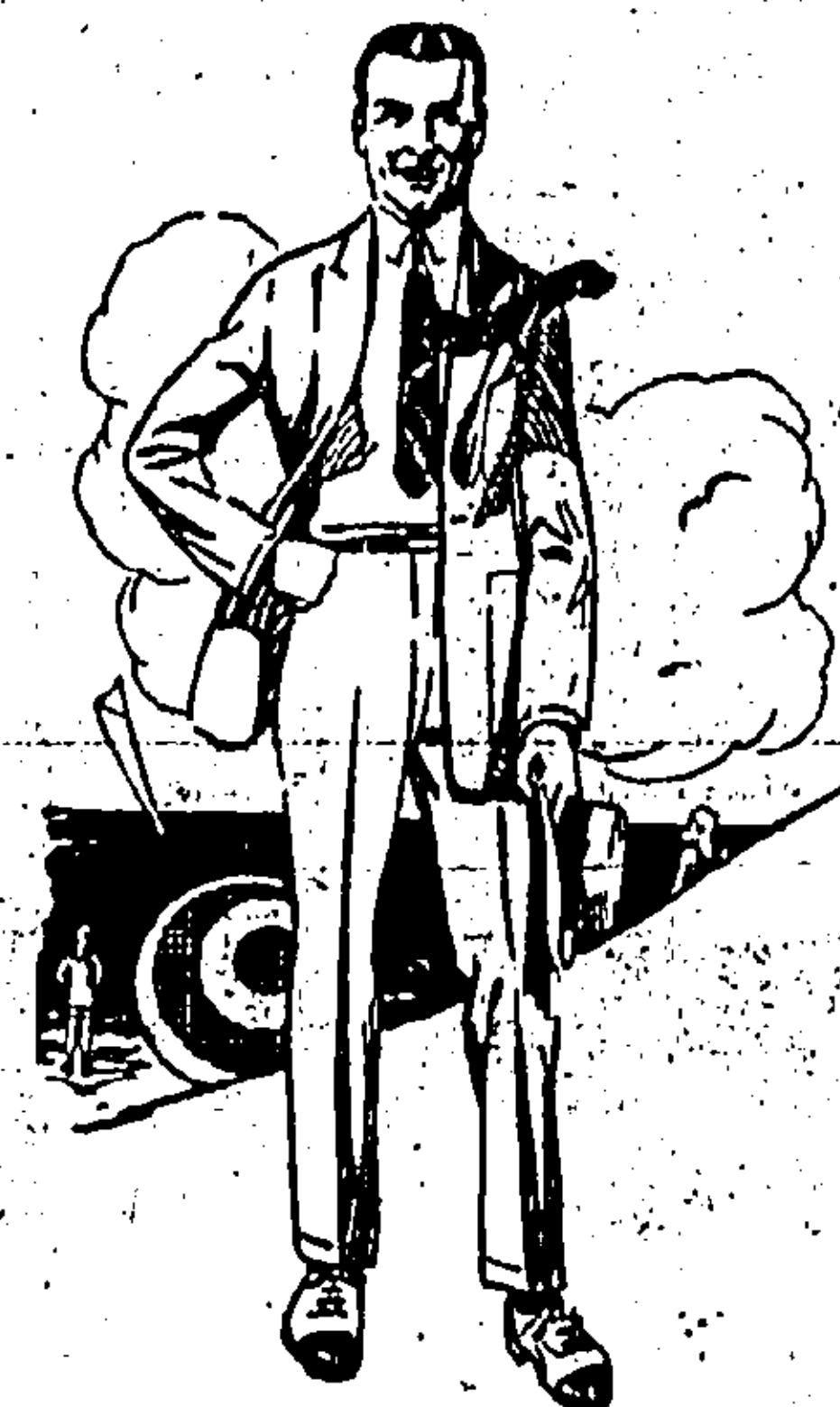
AND CHARACTER.

THREE WORDS THAT MAKE THE DIFFERENCE.

Quality, Style and Character—each play their part in making our tailoring the very best—care being taken to ensure that individuality is built into every garment we produce.

We aim at perfection and are not satisfied ourselves until it is attained.

New Autumn Suitings.



THE NEW SEASON'S supplies of AUTUMN MATERIALS comprise some very smart and exclusive designs in CASHMERE and WORSTED SUITINGS, SERGES, FLANNELS, IRISH and SCOTCH HOMESPUNS, the products of the leading ENGLISH and SCOTCH MANUFACTURERS.

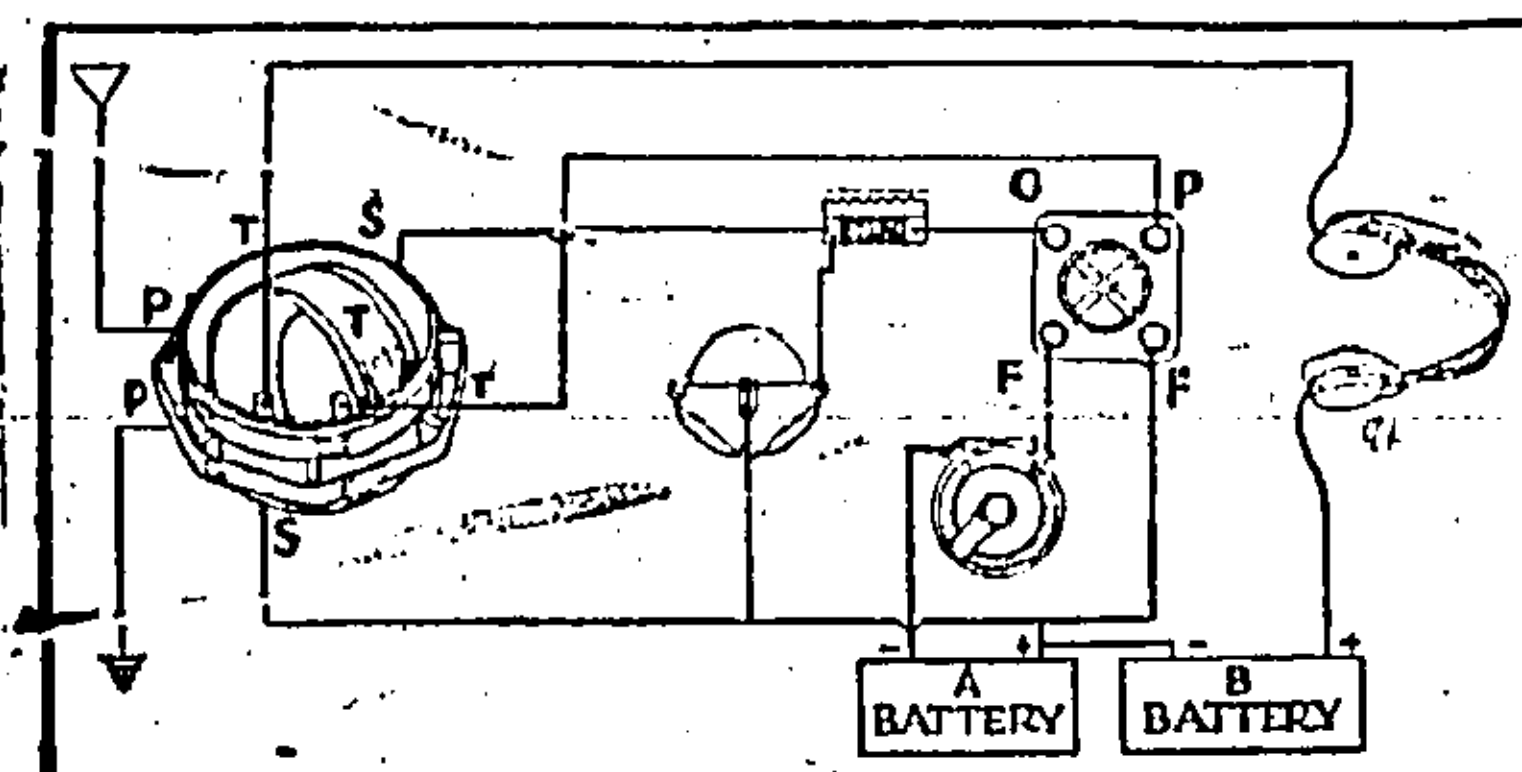
We shall be pleased to show you the new ranges without obligation on your part or send patterns on approval.

Prices range from \$55.00 for FLANNELS, and there is a good assortment of other cloths from \$65.00 to \$78.50 and upwards.

Wm. Powell, Ltd.

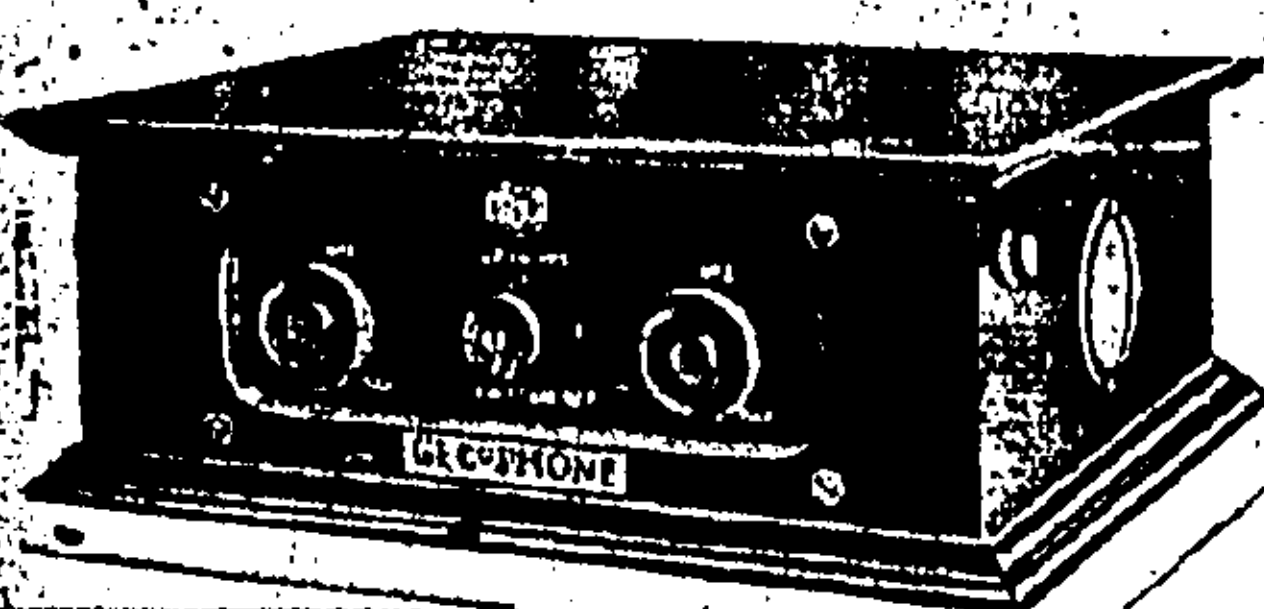
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HONGKONG HOTEL BUILDING—PRINCE STREET.



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TWO VALVE AMPLIFIER.

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QUEEN'S BUILDINGS.

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WANTED.

ALL Tickets in the New Era Premium Contest must be returned to our store by the end of this month. No. 30, Ice House Street.

WANTED.—Lady Anglo-Chinese Teacher wanted temporarily-part time. Apply—The Acting Headmaster, The Diocesan Boys' School.

FOR SALE.

BANJO, Windsor No. 7, in excellent condition, nearly new, brought from England by owner. Case complete and Dallar's Tutor. Can be viewed at any time. \$70.00 or nearest offer. Apply:—Fuller H.M.S. "Robin."

DOGS, LIVESTOCK.—Mr. Gibson Craig is returning to-morrow to Australia for his next consignment of all classes of pedigree Livestock, will anyone wishing to place an order for any animal kindly communicate with him at the Hongkong Hotel not later than eleven to-morrow morning, or write to him c/o Amico, Ltd., Sydney? Delivery will be made in November.

G. R.
NOTICE.

OWNERS and drivers of Motor Vehicles are hereby notified that on and after Tuesday the 16th. September 1924, Motor Vehicles travelling along Causeway Road in an Easterly direction past Government House will follow the road to the left round Government House grounds and thence by way of Lower Albert Road to Garden Road.

E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 13th. September 1924.

EX-ACTIVE SERVICEMEN'S
ASSOCIATION (1914-1918).

Moonlight Bathing.

A Launch will leave Blake Pier at 9.15 p.m. on Monday, September 15th. for Easmas Beach and will leave the Beach at 11.30 p.m. on the return trip. Refreshments will be available. Members Free. Friends Tickets 50 cents each can be obtained from the Hon. Secretary, 17, Queen's Road Central.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward voyage, by the Company's new, fast, well appointed steamer "Hal-Ning" at the reduced rate of \$80. for the round voyage, including meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing Apply to DOUGLAS, LARSEN & CO. General Managers, Douglas Steamship Co., Ltd.

CORRESPONDENCE.—desired with persons interested in advertising in the H.K. TELEGRAPH, apply to the H.K. TELEGRAPH, 11, Queen's Road Central, Hongkong.

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ENGAGEMENT

FOR
(TO-DAY)
SATURDAY, 13th.
AT THE

Kowloon Cricket Club
9.15 p.m.

THE CONCERT.

THE CHINA SUGAR REFINING
COMPANY LIMITED.

Notice is hereby given that an Extraordinary General Meeting of the above Company will be held at the Registered Office of the Company, Pedder Street, Victoria in the Colony of Hongkong, on Tuesday, the 16th day of September, 1924, at noon for the purposes following namely:—

- To consider, and, if thought fit, approve the draft new Articles of Association of the Company which will be submitted to the Meeting and in the event of the approval thereof, with or without modification.
- To consider, and, if thought fit, to pass an Extraordinary Resolution to the effect:—
(1) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

A print of such draft new Articles and print of the existing Articles of the Company may be seen at the Company's said Registered Office and at the office of Messrs. Deacons, 1, Des Vaux Road Central, Victoria aforesaid, Solicitors for the Company, and the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in red.

- To consider, and, if thought fit, to pass an Extraordinary Resolution to the effect:—
(2) That the name of the Company be changed to "China Sugar Refining Company Limited".

And Notice is hereby also given that a Second Extraordinary General Meeting of the Company will be held at the Registered Office of the Company, Pedder Street aforesaid, on Friday, the 3rd day of October, 1924, at noon for the purpose of receiving a Report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

And Notice is hereby also given that the said Second Extraordinary General Meeting to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolution as an Extraordinary Resolution, namely:—

- That each of the existing 20,000 fully paid up shares of \$100 each constituting the Company's present Capital of \$2,000,000 be divided into four fully paid up shares of \$25 each so as to make such Capital \$2,000,000 consisting of 80,000 fully paid up shares of \$25 each.

And Notice is hereby also given that a Third Extraordinary General Meeting of the Company will be held at the Registered Office of the Company, Pedder Street aforesaid, on Monday, the 20th day of October, 1924, at noon for the purpose of receiving a Report of the proceedings at the above mentioned Meeting in so far as regards Resolution No. 3 above and of confirming, if thought fit, such Resolution as a Special Resolution.

Dated this 13th day of June, 1924.
By Order of the Board,
J. D. MATHISON & CO. LTD.
General Managers

U. S. R. C.

A Tennis "At Home"

U. S. R. C. V. The Rest.

THE U. S. R. C. will be "At Home" on the occasion of the above Match Weather permitting at 4.30 p.m. Saturday, 13th. instant.

G. A. CLEMENTS,
CAPT., R. A.
Hon. Secretary.

ST. STEPHEN'S COLLEGE
HONGKONG.

St. Stephen's College reopens for Michaelmas Term on Monday, September 15th. 1924. Boarders return on 13th. instant. Entrance Examination for new boys will be held on Saturday, September 13th. 1924 at 9 a.m.

TRUE TONE

is not only pleasant to hear but is important to beginners, who will learn more rapidly by practising on a piano which is well made true, in tone and responsive of touch such as

THE
MORRISON
PIANOS

Let us show you at

TSANG FOOK
PIANO CO.

94 a. Wanchai Road.

Telephone No. Central 2127

HONGKONG CLUB.

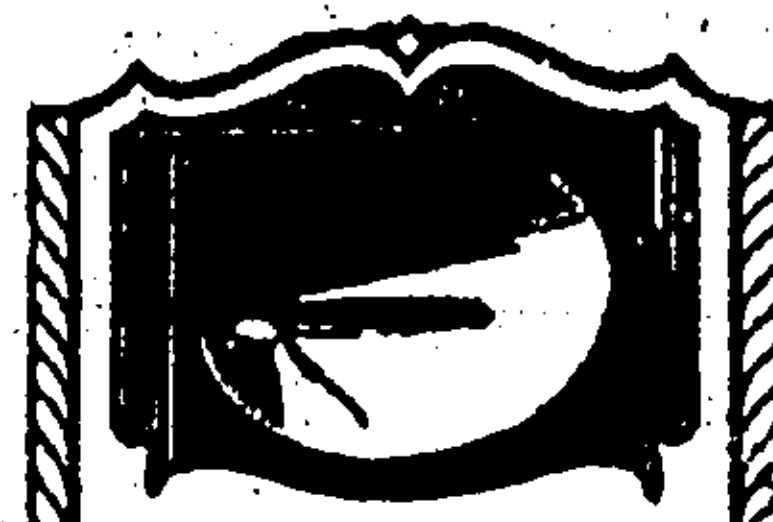
NOTICE

THE Fourth Yearly Drawing of Twenty Debentures of the Hongkong Club (1920 issue—\$500 each) was held in the Club House on MONDAY, the 8th September, 1924, when the following Debentures were drawn for redemption:—

17	266	418	757
63	291	424	762
64	375	586	764
179	396	600	826
213	411	607	837

and will be payable at the Hongkong and Shanghai Banking Corporation on TUESDAY, the 30th September 1924, in exchange for surrender of same

By order,
T. A. ROBERTSON,
Lieut. Col.
Secretary.
Hongkong, 8th September 1924

The Brunswick
Oval Tone
Amplifier
or "horn"

One of the reasons why Brunswick's are found in the homes of professional musicians.



THE MOST PERFECT
REPRODUCTION YET
ACHIEVED.

THE
BRUNSWICK
STUDIO

17, Ice House Street.

Brunswick

NOTICE

WE beg most respectfully to notify the public that we claim to be the owners of a floating raft at Wuchow which was moored at a water front leased by us from the former Superintendent of Customs, Wuchow. The location of this water front is below the Sai Hing floating raft and upwards of the Tin Wo floating raft. Our floating raft was leased to the firm belonging to Mr. Woo Lai Tai, a British concern, and the term of lease is still unexpired.

Sometime ago the present Supt. of Customs, Wuchow cancelled the lease of the water front to us and seized and confiscated our floating raft.

We have lodged a protest and complaint with the proper Chinese Authorities which is still pending and we beg most respectfully to notify the public not to purchase or mortgage or lease our floating raft from any one until further notice.

THE SANG WO CO.
(8D.) SO SOON SAM.

Dated the 3rd. Sept. 1924.

NOTICE.

HONGKONG STOCK
EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra, Logan, W. Alves A. A. Matheson, R. T. Bagram, J. T. Nissim, A. Benjamin, V. Perry, I. S. Birkett, H. Pestonji, R. Croucher, N. V. A. Potts, G. H. Ellis, F. M. Potts, P. C. Gould, Joseph, Raymond, E. M. Gutierrez, A. A. Silva, P. M. N. da Hough, T. F. Smyth, F. R. Lammert, Geo. A. Tester, F. Lammert, H. A. Kew, Fred.

By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of the above Association:—

A. H. Carroll, J. F. Gross, M. A. Razack, V. Yvanovich, J. W. Kew, A. P. Greaves, W. J. Carroll, H. M. H. Esmail, O. Kitchell, Sou Kon Chi, Yip Yung Pak, Harry O. Odell, F. M. L. Soares, Soo Poi Shao, H. E. Edwards.

By order of the Committee,
J. W. KEW,
Secretary.

FORTHCOMING AUCTION SALES.

VALUABLE LEASEHOLD
PROPERTY

situate at
Victoria, Hongkong,

to be sold by
PUBLIC AUCTION

by order of the Mortgagee
on THURSDAY,

The 25th day of September, 1924
at 3 o'clock p.m.

at their Sales Room Duddell
Street

by
Messrs. LAMMERT BROS.,
Auctioneers.

BEING

All That piece or parcel of ground registered in the Land Office as Section D of Inland Lot No. 101 together with the messuages and buildings thereon known as Nos. 49A, 49B, 49C, 49D and 49E Peel Street. The property is held from the Crown under a Crown Lease dated the 23rd day of December 1887 for the term of 999 years from the 22nd day of January 1844. The area is 2496 square feet or thereabouts and the annual Crown Rent \$11.00.

For further particulars and Conditions of Sale apply to:—

Mr. A. el ARUULLI,
Solicitor,

17, Queen's Road Central,
or

Messrs. LAMMERT BROS.,
Auctioneers,
Duddell Street.

By order of the Mortgagees
Messrs. LAMMERT BROS. have
received instruction to sell by

PUBLIC AUCTION

on WEDNESDAY,

the 17th day of September 1924,
at 3 p.m.

at their Sales Room, Duddell
Street, Victoria, Hongkong Viz:—

The following valuable Leasehold
property situate at Victoria,
Hongkong, Viz:—

ALL THAT piece or parcel of
ground situate at Victoria aforesaid
and known and registered in
the Land Office as THE REMAIN-
ING PORTION OF SECTION B OF
INLAND LOT NO. 179 TO-
gether with the messuages erected
thereon known as No. 29 Graham
Street Victoria aforesaid. Term
924 years from 31st August 1919
granted by an Extension of
Crown Lease dated 1st July
1862 (being an extension of the
term granted by the original
Crown Lease of Inland Lot No.
179 dated 11th October 1844).

Proportion of Annual Crown
Rent \$5.55 Area 962 square feet.

For further particulars and
conditions of sale apply to
Messrs. JOHNSON STOKES
& MASTER,

Prince's Buildings, Ice House St.
Hongkong

Solicitors for the Mortgagees,
or to
Messrs. LAMMERT BROS.,
The Auctioneers

Hongkong, 26th August 1924.

NOTICE.

DURING Mr. F. M. Weller's
absence from the Colony, or
until further notice, the Com-
pany's general business will be
in the hands of Mr. L. Ashcroft,
Resident Secretary for South
China.

Sun Life Assurance Company
of Canada.

King's Building, Hongkong.
Hongkong, Sept. 10th 1924.

NOTICE.

THE Sun Life of Canada was
started nearly sixty years
ago. From small beginnings it
now has assets of more than 500
MILLION Dollars Mex.

It operates in all parts of the
World.

Its policies are liberal.

The dividends paid are high.

We shall be pleased to answer
all inquiries.

The Sun Life Assurance Co.
of Canada

King's Building, Hongkong.
F. M. WELER,
Manager.

REMOVAL NOTICE

ALEXANDRA CAFE.

The Alexandra Cafe begs to
notify its patrons that its new
premises in Prince's Buildings, Ice
House Street will be ready, and
the Cafe will be open at 11 a.m.
on Monday, September 16th, 1924.

By Order of the Proprietor,
J. D. MATHISON & CO. LTD.

NOTICE.

THE Sun Life of Canada was
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The Sun Life Assurance Co.
of Canada

King's Building, Hongkong.
F. M. WELER,
Manager.

Hughes & Hough
LIMITED

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auction
(for Account of the Con-
cerned),

on WEDNESDAY,

the 17th September, 1924, com-
mencing at 2.30 p.m., at their Sales
Rooms, No. 8, Des Vaux Road,
Corner of Ice House Street,

Valuable Teakwood and Blackwood
Furniture, and Household
Sundries, &c., &c.

Comprising:

Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Tea Tables,
Teakwood Beds, large and small
Wardrobes, Dressing Tables and
Chairs, Washstands, &c., Slide-
boards, Dinner Waggon, Dinner
Sets, and Glass Ware, Cutlery,
Electro-plated Ware, Electric
Reading Lamps, Teakwood Screens,
Blackwood Topcases, Marble-top
Flower Stands, Side tables and
Cabinets, &c., &c.

Also

1 Enamel Bath, 1 12-Fold Chinese
Screen, One 8-Fold Screen, and
One Carpet 3 x 4 (new), 1 Piano
by Moutrie & Co., Ltd. with Rollers.
(Full particulars from Catalogue),
Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,
Auctioneers.

Hongkong, 10th Sept., 1924.

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN

that an interim dividend of
\$3.00 per share has been declared
for the HALF YEAR ending
30th June, 1924.

The dividend will be payable
on and after MONDAY, the 15th
September, 1924, at the Offices
of the Company, where Share-
holders are requested to apply for
Warrants.

The REGISTER OF SHARES
of the Company will be CLOSED
from MONDAY, the 8th. Septem-
ber, 1924, to SATURDAY, the 13th.
September, 1924, (both days in-
clusive) during which period no
transfer of shares can be register-
ed.

By Order of the Board of
Directors,

LI TSE FONG,
Acting Chief Manager.

Hongkong, 1st. August, 1924.

CAN'T YOU EAT WHAT
YOU FANCY?

That's due to weak stomach—
indigestion! You need Bismarck
Magnezia, as prescribed by
doctors and used in hospitals.

This wonderful remedy is quite
harmless, but it prevents all pos-
sibility of pain or stops it instant-
ly if it has started. Try it once
and see the difference at your
next meal. Bismarck Magnezia
costs very little at any
chemist's, and there is no
doubt it is the world's surest,
safest, cheapest cure for all
stomach troubles and for ill-
like headaches, sleeplessness and
languid weakness. . . . But don't
risk unknown preparations—see
the word "BISMARCK" in an oval
device and get the kind the doctors
take themselves.

The Sign
of the
Genuine

BISMARCK

See it on
every
Package

LAST CHANCE TO SEE
D. C. GOODMAN'S

most wonderful super-production
"WHAT'S WRONG WITH
THE WOMEN?"

and new round of
"Leather Punks"

FINAL SHOW TODAY

Commenced at 7.30 p.m.

JACK HOBBS

DISTINCTIVE CREATIONS



There is always a distinctive
refinement associated with
every gown or hat exhibited
at the Salon of

MADAME FLINT

Every model offered is
direct from the most famous
and exclusive Paris Salons.

A wide selection of current
fashions now on view.

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TO AMERICA

Booking made on all Trans-Pacific Lines.
Through tickets to any destination in United States or Canada.
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All tickets issued at tariff rates.
Overland trips through North China, Korea and Japan arranged.
Baggage and Accident Insurance.
Carry American Express Travellers Cheques.

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Telephone C. 4825.

FRANCIS AND DAY'S

43rd. SONG AND DANCE ALBUM

FELDMAN'S

29th. SONG AND DANCE ALBUM

AT

ANDERSON'S

WHY SUFFER FROM PRICKLY HEA.?

When you can prevent or cure it by using—

ASEPSO SOAP

To be obtained at

THE COLONIAL DISPENSARY
14, Queen's Road. Telephone C. 1877.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116. 25, WING WOO ST.
Central.

EARLIER TELEGRAMS.

THE RUSSIAN TREATIES.

London, Sept. 12.
The General Council of the Trade Union Congress and the Executive Committee of the Labour Party have jointly circulated affiliated Labour Party organisations in regard to the Anglo-Russian treaties, calling upon "every active spirit in our ranks to let the man in street and the woman in the home know the true facts of the case so as to put power and moral force behind the Labour Government to secure an overwhelming vote when Parliament is called upon to ratify its Russian policy.—Reuter.

THE MOROCCAN SITUATION.

Gibraltar, Sept. 12.
It is reported from Tangier that the Rifis have captured all the posts on the road from Tetuan to Sheshuan, and that a force of 7,000 have invested Sheshuan and cut off its water supply. The Beni-houzmeh hills dominating Tetuan from the south were captured on Wednesday. Five hundred of the enemy attacked Souk-el-arba on the 10th. There was severe fighting.—Reuter.

FRANCE AND RUSSIA.

Paris, Sept. 12.
A Commission of five members, including M. Demonsle as chairman, M. Fromageot, and M. Noulens, former Ambassador to Petrograd, is about to be constituted for the purpose of devising the best method of procedure in connection with the resumption of relations between France and Soviet Russia. The first sitting of the Committee will probably be held early in October.—Reuter.

DEVELOPMENT OF NEW GUINEA.

Sydney, Sept. 12.
The Ainsworth report on New Guinea has been unpopularly received. Objection is taken to the Asiatic Immigration proposal, which is opposed to Australian policy.—Reuter.

THE NORTHERN WAR.

Shanghai, Sept. 12.
On the western front Chekiang has captured Iking, to the west of Taihu lake, thus threatening Changchow, the Kiangsu headquarters, on which the Kiangsu forces are falling back.

Moscow, Sept. 12.
According to a Rosta News Agency announcement M. Fimmen on the 11th inst. in a speech at a public meeting, declared that the Transport Workers of the World would do their utmost to prevent the Powers from interfering in the internal affairs of China.—Reuter.

THE S.S. TRIER.

NEW GERMAN LLOYD
VESSEL.

The latest vessel of the N. D. L. Company, s.s. Trier, arrived in Hongkong this morning, with the paper mail from London dated August 14th. The Trier has a registered capacity of 10,000 tons and is a combined passenger and freight steamer.

Passenger accommodation is in keeping with that on board the sister ships of the line, Coblenz, Derfflinger, and Fulda, which have already visited this port. One hundred first class passengers are carried and one hundred and forty middle class. On this trip the first class is booked to capacity but the middle class bookings number only sixty.

This is the maiden trip of the Trier and she is commanded by Captain J. Jachens. The remaining ports on the schedule are Shanghai, Kobe and Yokohama.

COPYRIGHT CASE.

SERVICE OF SUMMONS.

The summons against Messrs. Brower and Company, stationers and booksellers, in respect of the sale of an infringing copy of Bentley's Code was heard at the Central Magistracy yesterday afternoon.

Mr. W. S. Lesak appeared for the complainant, Mr. R. L. Bentley, (the owner of the copyright). Mr. N. I. Brower was in Court as was also Mr. D. Pasco, of Messrs. Brower and Co.

The summons was against the Manager of Brower and Co., but no one came forward to answer the summons when it was called by Mr. R. E. Lindell, the Magistrate.

Proving the service of the summons, Sergeant Chavallier stated that he visited Brower and Co. on the 27th August and handed the summons to a European lady, who was in charge of the shop telling her that it was for the Manager. The lady said the Manager was in England, whereupon witness told her to hand it over to the person in charge of the business.

The Magistrate again asked for the Manager or acting Manager of the defendant firm to come forward, but no one responded.

Having ascertained Mr. Brower's connection with the firm, His Worship said to him, "Why make all this ridiculous fuss?"

Mr. Brower pointed out that the service of the summons was bad, in as much as it had not been served on the Manager himself or at his place of abode. Long argument followed between the Bench and Mr. Brower on that point, the Magistrate eventually calling upon Mr. Pasco (who was described as the man in charge of the shop) to come forward as the defendant.

Asked to Leave.

Mr. Brower resumed his argument at a later stage, when the Magistrate asked him to leave the Court if he was neither the defendant nor a witness for the defence. Mr. Brower, however, remained in Court, later giving evidence for the defendant.

Mr. Lesak opened his case with a number of legal quotations about copyrights and produced a copy of the Government Gazette of August 18th, 1920, with a Government Notification showing that his client was the owner of the copyright for Bentley's Phrase Code.

In regard to the question of guilty knowledge, Mr. Lesak said he relied upon the Government Gazette, which gave notice to every one. Otherwise he relied on a letter written by his firm to Messrs. Brower and Co., setting out all the facts and demanding the handing over of their stock of the spurious Code. The demand had not been complied with. All booksellers should make certain enquiries in respect of their goods, as to which of them they were or were not entitled to sell.

Mr. R. S. Danenberg, a clerk in the employ of Messrs. Geo. K. Hall, Brutton, solicitors, testified to purchasing the subject matter of the charge under instructions. The book was produced.

Mr. A. B. Glover, Manager of Messrs. Kelly and Walsh, deposed that his firm was the agent for Mr. Bentley. The copy of the Code produced was not an authorised one, though the code part of the work was identical with the genuine edition. The copy produced purported to be an "American edition," and an exact reprint of the original edition. It bore Mr. Bentley's name and address.

Cross-examined by Mr. Lesak Mr. Glover said he had frequently had offers of these American editions.

In Good Faith.

The defendant, whilst admitting that the book was sold by his stall, claimed that he bought it in good faith in an open market. He denied guilty knowledge.

Answering the Magistrate, defendant said that under reciprocal copyright arrangements, editions of English works were reproduced in America and American works in England. His firm had been ordering books from catalogues which stated definitely that they were authorised copies. He honestly believed these American editions were authorised copies. The Magistrate: Do you know

if you can get a copy like the one produced at Sincere's?

Defendant: I cannot say.

Answering Mr. Lesak, defendant admitted receiving a letter from Messrs. Kelly and Walsh in 1921, informing his firm that Bentley's Code had been pirated, but he had no stock at that time. Last month he received a letter from Mr. Brutton. He consulted his legal adviser, and the latter advised him to take no action as the books were covered by catalogue.

Mr. N. I. Brower said he acquired the business of Brower & Co. in 1917, and was in charge of the staff before 1919. He had sold Bentley's Code before and had never received any complaint about the sale of the American editions. When short of stock, Messrs. Kelly and Walsh had sometimes bought copies from him in the same manner as he obtained the English editions from the latter firm. He had once spoken to the American Consul about these books, and was assured by him that it would be quite proper to "carry on."

At the end of the evidence the Magistrate said he could not find that the defendant knowingly and willfully sold the infringing copy. He dismissed the summons but, at the request of Mr. Lesak, ordered the two remaining copies in the possession of the defendant to be handed over to Mr. Brutton.

Before the Court adjourned, Mr. Lesak explained that Messrs. Kelly and Walsh were not connected with the case. He was acting under the instructions of Mr. Bentley and he called Mr. Glover to prove that his firm was the agent.

In view of Mr. Lesak's statement the Magistrate suggested to Mr. Brower, that he should apologise to Messrs. Kelly and Walsh for the hasty statement made at a previous hearing about rival firms. Mr. Brower complied.

RUSSIAN LEGATION.

Peking, Sept. 12.—The Russian Legation was handed over to M. Karakhan this morning by the Netherlands legation.—Reuter.



Announcing

the Opening of

Mac's Cafeteria

On Monday Sept. 15th.

A Beautiful Rendezvous for Light Refreshments and Dainty Delicacies.

Special Entrance in Pedder Street.

THE HONGKONG AND SHANGHAI HOTELS, LIMITED.

SIMPLEX PARTITIONS

FIBROUS PLASTER PARTITIONS & SUSPENDED
CEILINGS FOR OFFICE BUILDING & RESIDENCES

MADE OF

SIMPLEX STEEL STUDDING
FIBROUS GYPSUM BOARD
FIBROUS GYPSUM PLASTER
INTERIOR FIBROUS PLASTER DECORATIONS.
ALL WORK EXECUTED UNDER EUROPEAN
SUPERVISION BY THE—

CHINO AMERICAN INDUSTRIAL DEVELOPING CO., LTD.

China Buildings, 2nd Floor

Tel. 833 & 3749

TENNIS SEASON

1924---1925

F. H. AYRES BALLS,
RACKETS AND GEAR

supplied at keen prices

by

TABAQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

NOTICE.**METALS**

of all kinds especially for
ship-building and engineering
work. Complete stock. Best
terms. Immediate delivery

SINGON & CO.,

Established A. D. 1880

HING LUNG ST.

Phone—Central 515.

By Special arrangement with
the Committee of the Royal
Hongkong Golf Club, we
have been enabled to publish
an excellent book of views of

HONGKONG'S

GOLF COURSES

Call and these at the

MEE CHEUNG

ESTABLISHMENTS

Studio—Lee House, Street

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Avenue

2nd. Branch: Main Corridor

of Hongkong Hotel.

Official Photographers to the

"Hongkong Telegraph"

Westinghouse



Fans
Motors
Generators
Transformers
Battery Chargers
Household Electrical
Appliances

HOLYOAK, MASSRY & Co., Ltd.

Distributors

Queen's Bldg. Tel. C. 673.

Mrs. SEKAI

MASSAGE

Tel. No. C. 4483, 2nd floor.

No. 2, Duddell Street, Hongkong.

MASSAGE HALL

25 WYNDHAM STREET

Mrs. H. MORITA

Mr. H. SYOITA

THE HONGKONG TELEGRAPH

THE HONGKONG TELEGRAPH

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**WELL-KNOWN
RESIDENT LEAVING.**

PARTING GIFTS TO MR.
F. P. SHROFF.

Mr. F. P. Shroff, of Messrs S. J. David and Co., Ltd., who is shortly leaving the Colony on retirement, was the recipient of parting gifts from the members at the annual meeting of the Kowloon Cricket Club last evening. Mr. Shroff has been connected with the Club for over twenty years and has always taken the greatest interest in its affairs, in his younger days prominently identifying himself with its sporting activities. For three years he filled the position of Hon. Treasurer and has the rare distinction of being a life member. His many friends in the Colony will regret his retirement on account of ill-health.

Mr. Shroff has been with the firm of Messrs S. J. David and Co., Ltd., for the long period of 28 years. He has taken an active part in public affairs in Kowloon, being a member of the Kowloon Residents Association for three years and Hon. Treasurer for one. He was a trustee of the Hongkong, Macao and Canton Zoroastrian Charity Fund for six years from 1914 to 1920, and served on the Committee elected at the public meeting of creditors and depositors of the Banque Industrielle de Chine.

The presentations were made by the newly-elected President, Mr. R. E. Lindell, who presided over the meeting. Mr. Shroff, he said, had been a member of the Kowloon Cricket Club for twenty years, and was now leaving them for his home in India. He was a life member of the Club, and Hon. Treasurer during the years 1907-8, and again the following year. He was on the General Committee for 1922-23 and at various times had served on numerous sub-committees. He deserved well of the Club, of which he had always been a keen and ardent supporter. The outgoing Committee, learning of his departure, thought it only right that they should make some presentation to him to show their appreciation of his support. In the Club's early days Mr. Shroff took a keen interest in sport, and played both cricket and bowls. On behalf of the Club, the President asked Mr. Shroff to accept a Corona typewriter, and from the members and subscribers a tray and silver tea service and a gold wristlet watch for Mrs. Shroff. He trusted that their old friend would live to enjoy many years of health and prosperity in his native country, and perhaps it might be the lure of the Kowloon Cricket Club would in time attract him back again. (Applause).

Mr. Shroff was received with loud applause on rising to reply. He said: I am greatly obliged to you for having given me this opportunity to say a few words. I am also much obliged to the President for his kind words, and to you all for the manner, in which you have so enthusiastically associated yourselves with those words. I have known not a few of you for many years and hope that you will do your best to maintain the Club and all that the Club stands for. The Club has given me many personal friends, with whom I have been intimately associated for many years, and I express my sincere and genuine regret that I am breaking an association which I have valued highly.

On behalf of Mrs. Shroff and myself, I thank both the Club and the members most heartily for the presentation made to us jointly. I assure you, that Mrs. Shroff will greatly appreciate your kind thought of having coupled her name, and that we will treasure these gifts for our life, as they will bring us pleasant memories of happy days enjoyed in the Club. Last but not least I wish prosperity and success to the Club and take the privilege of asking the President and you all to do me the honour of accepting this photo of mine, which I wish to present to the Club. I am doing this for two reasons: Firstly, because I have always received the greatest courtesy from you all, and secondly, because I shall be out of your sight but not out of your mind if my photo is here. Now, gentlemen, I reluctantly bid you farewell. (Applause).

The President, on behalf of the Club, I have much pleasure in accepting your photo.

HONGKONG HOCKEY CLUB.**THE NEW OFFICE BEARERS.**

The annual general meeting of the Hongkong Hockey Club was held at the pavilion of the Hongkong Cricket Club last evening, Mr. L. G. Bird, D.S.O., presiding.

The following officers for the current year were elected: President, Mr. L. G. Bird; Hon. Secretary, Mr. P. W. F. Mills; Hon. Treasurer, Mr. G. H. Piercy; Captain, Mr. E. J. R. Mitchell; Vice Captain, Mr. W. Woodward, Messrs. W. H. Edmonds and A. Bower were elected captains of the second and third XI of the Club.

Ten new members were admitted at last evening's meeting, bringing up the playing membership of the Club to 80.

FOOTBALL.**CHARITY MATCHES ARRANGED.**

Mr. J. McCubbin presided over a full meeting of the Hongkong Football Association last evening in the Board Room of Messrs. Shaw, Tomes and Company. The following were also present: Capt. F. Wheeler, Capt. Barrett, R.A., Lt. Cottam, East Surreys, R. S. M. Cook, R.A., Chief Writer Vincer, R.N., and Messrs. May, McTavish, Smith, R. Hall, F. Wheeler, R. M. Omar, W. Ogley, H. Wavish, N. Gingham, W. Post, W. E. Wakeham, Mok Hing, C. F. Yuen, Lai Wai-tong and the Hon. Sec. W. E. Hollands.

After the notice calling the meeting and the minutes of the last meeting had been read, the Secretary informed the meeting that he had received a letter from the Chairman of the local "Poppy Day Fund," asking if it would be possible for the Association to arrange a charity match on Armistice Day, the date being set aside to swell the local fund. The meeting were in favour of a match being played and it was arranged for the Services to meet a team chosen from the Rest of the League to play on the Club ground subject to the approval of the H.K.F.C. the date being devoted to the Poppy Day Fund.

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Affiliated Clubs.

It was announced that the following Clubs had affiliated to the H.K.F.A. for the coming season: H.K. Club, Kowloon, Tamar, R.G.A., East Surreys, H.K. Police, South China, Club de Recreo and St. Joseph's.

The following were appointed to the Referees' Committee: Lt. Cottam, Messrs. Wakeham, Hall, Smith, Vincer and Ip Kuo with Mr. May as Hon. Sec. to the Board. The Chairman announced that two cups had been promised the Association. One by the Sundaygate being devoted to the Fund now

Herald to be styled the International Charity Cup and the other by the Lee Wah Co. to be played for by teams chosen yearly by the H.K.F.A. The teams competing this season for the Sunday Herald cup would be teams representing England, Scotland and China. For the Lee Wah cup, teams chosen from the Army, Navy, Civilians and Chinese.

It was also announced that South China would play the H.K. Club a Charity match on Saturday, 27th inst., on the Club ground the match being devoted to the Fund now

being raised to relieve distress caused by the floods.

A league meeting followed, the chief business of the evening being to fix a date for the opening of the league season, which was fixed for the first Saturday in October. Eight teams have entered for the Senior division and ten for the Junior. The draw for the opening match resulted as follows: Police v. R.G.A., Sookunpo; Kowloon v. East Surreys, Kowloon; Tamar v. H.K.F.C., Navy "A"; South China "A" v. South China "B" Club ground if available.

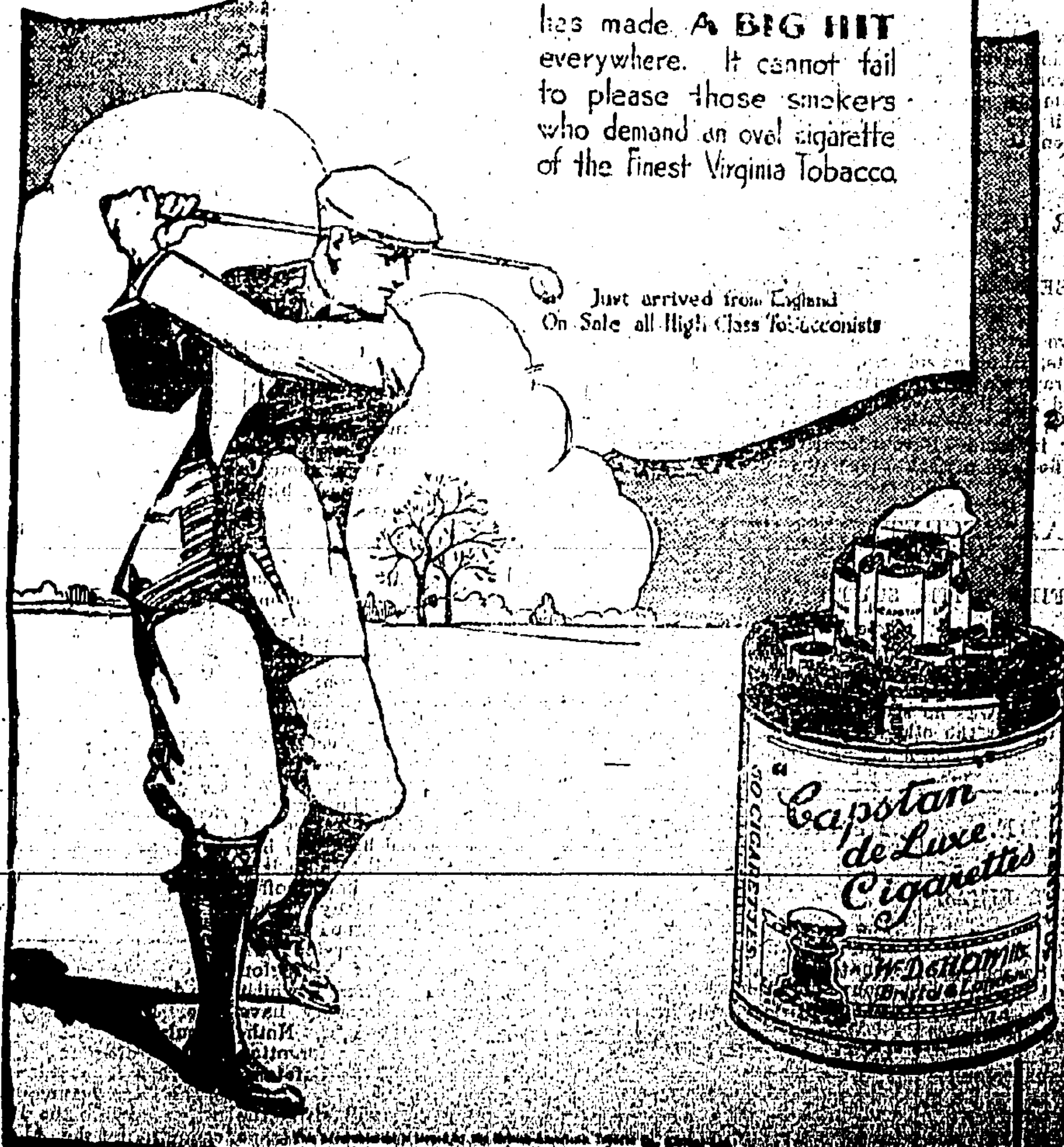
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